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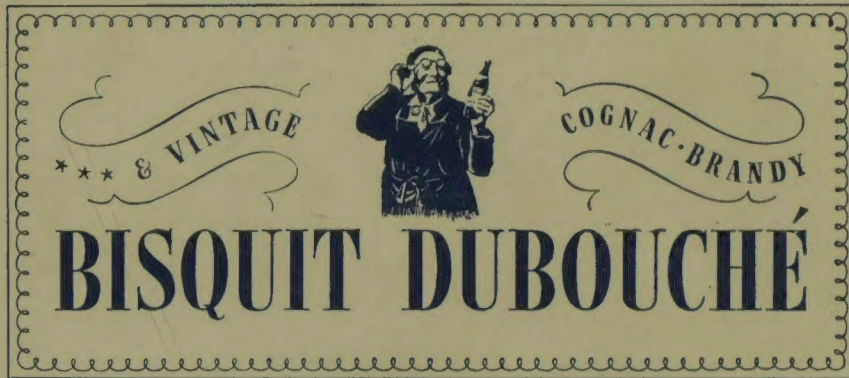
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# THE ILLUSTRATED LONDON NEWS

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SATURDAY, SEPTEMBER 23, 1939.



ONCE AGAIN FIGHTING IN ALLIANCE WITH BRITISH TROOPS: FRENCH INFANTRY, HEIRS OF THE STALWART POILUS OF 1914-18, MARCHING IN MASS FORMATION.

Three times within living memory France has been involved in major wars provoked by Germany: in 1870, when the Teutonic hordes poured across her frontier as the culmination of a series of Bismarckian manoeuvres; on August 3, 1914, when the Reich of Wilhelm II. invaded French territory after previously violating Belgian neutrality; and early this month, when the National-Socialist State created by Adolf Hitler threw Europe into a fresh convulsion by the brutal

invasion of Poland. In these three separate conflicts brought on by his powerful and aggressive neighbour, the French soldier, by his constancy and unwavering valour, in good fortune and in bad, has given an example to the world of patriotism and duty, an example again immediately in evidence on September 6, when the French Army, in obedience to the undertaking implicit in the nation's guarantee to Poland, advanced across the German frontier. (Keystone.)





By ARTHUR BRYANT.

WHEN one's own world seems to be failing one, it is not a bad recipe to seek for consolation in another which has not the power to do anything so disagreeable. The number of people who took "The Pickwick Papers" down from the shelf during the first week of September, for instance, probably greatly exceeded the number who did so in the corresponding week of July. And an historian, when overwhelmed by the spectacle of human folly and wickedness in his own age, turns not unnaturally to the past, which is his proper province. For the instinct to do so he has cause to be grateful. It is good at times to lift the mind from the contemplation of pain, hatred and fear. And when one has an hour of leisure, the man who is lucky enough to know where to find it can carry the key of the past to the shelves of his library. "I pity," said the good Lord Falkland, "unlearned gentlemen on a rainy day."

In such a mood, with dust-sheets pinned over the curtains to keep any chink of light from penetrating to the warring world outside and my reading-lamp half-smothered in a tea-cosy, I turned off the perpetual clatter of news and instruction provided over the omniscient wireless and pulled out a volume of my old companion, *The Illustrated London News*. I had some difficulty in choosing a suitable year, for somehow the recorded troubles of the past made no more appeal to me than those of the present. And even the halcyon days of Queen Victoria, when analysed, were a great deal more troubled than anyone now suspects. The 1840's, for instance, were all disturbed and uncertain: widespread industrial unrest, threatening civil war in their early stages, revolution abroad and Chartist riots, financial calamity and a starving Ireland at home in their later. I decided, therefore, to choose one of the 1850's, but even this was not easy. 'Fifty-four, -five and -six saw the Crimean War, 'fifty-seven and -eight the Indian Mutiny, 'fifty-nine another European war, into which at one moment we looked like being dragged. I finally selected 1853. And being sickened of news, I did not even choose the news columns. I chose the advertisements.

My eye fell on those arranged under the head of "Amusements" for Aug. 6. The list was headed by an unassuming notice of the bill of fare offered by the Royal Princess Theatre, Oxford Street, where, under the management of Mr. Charles Kean, "Sardanapalus" was being performed every evening with "Macbeth" to follow ("for the 53rd time") on the 17th. It was no doubt a strenuous performance and one that left an audience with the feeling that it had indeed seen and heard something on a major scale: there can have been little of your mumbling in a well-bred undertone across a stage drawing-room about it or our ancestors would certainly not have classified it as amusement. That they also regarded Mr. William Beverley's paintings of a recent ascent of Mont Blanc in the same light at first a little astonished me; but they certainly did so, for they were prepared to pay 3s. for a stall, 2s. for an area seat, and 1s. for admission to the gallery at the Egyptian Hall, Piccadilly, on every evening of the week except Saturday and

at 3 p.m. on Tuesday and Saturday. These last they curiously defined as "Morning Performances."

In something of the same way they found pleasure in the Diorama of the Ocean Mail (via the Cape) to India and the Gold Fields of Australia, with an additional picture of Constantinople, also exhibited daily at 3 and 8 at the Royal Gallery of Illustration in Regent Street. This was the third item of amusement offered and preceded the Zoological Gardens, where "the Collection of Living Zoophytes, Mollusca, Fish and other Marine Animals" was now open to visitors and the Band of the First Life Guards

And how very pleasant, it would seem, at the time of writing, to mount one's time-machine, slip away from the world of air raids, A.R.P. and emergency powers, don a tall, furry top-hat and frock-coat of antique cut and, I think, a pair of check trousers, and, making one's way over the Belgravia cobblestones, repair with one's fellow-citizens to St. George's Gallery for a good long stare at the Zulus.

But it seems I was wrong in the year I chose for my attempted escape from the stresses and trials that now vex us. For wearying a little of the ensuing notices in the column—of the lectures by Dr. Bach-offner on Calico Printing by Voltaic Electricity at the Royal Polytechnic Institution, of the Exhibition "for gentlemen only" in the mornings and for ladies in the afternoons at Dr. Kahn's Anatomical Museum in Regent Street—a stone's-throw from where Broadcasting House now stands—and of Mr. Ruskin's forthcoming new volume of the "Stones of Venice," I unhappily turned over a few pages in search of entertaining illustrations. I found them—of the Turkish Minister of Foreign Affairs, sketched in a fez, by Sir David Wilkie; of Turkish infantry and Turkish artillery; of the banks of the Bosphorus and the forts of the Dardanelles; and a very special picture of the principal despot of the day, Nicholas, "autocrat of all the Russias." And a page or two later on as my mind mournfully travelled a year ahead over the frozen hills of the Crimea and down the cholera-stricken wards of the Scutari hospitals, I came across a leading article on a pamphlet recently issued by Mr. Cobden on "How Wars are got up in India," contrasting very favourably our own punitive action against Burmah—"the British people desire no extension of territory at the expense of Burmah or any other power: our empire is large and unwieldy enough already"—with that of Russia against Turkey. This last, it seems, was a clear and unpleasant case of aggression.

It is no sudden misunderstanding, but a long and deeply-cherished purpose of spoliation and oppression that the world has to condemn. It is no mere error of judgment on the part of a man, amenable to human laws for his mistakes or his crimes, but the determination of an irresponsible Autocrat to oppress and to plunder a neighbour whom he imagines to be too weak to resist him. In his war against Turkey the Czar has set public law and morality at defiance; he has outraged every sentiment of right; he has run the risk of convulsing a whole continent, and has imperilled the best interests of civilisation for the sake of his

miserable but insatiable lust of predominance and dominion. . . . In all the arts and vices of a wicked and pertinacious ambition, the Emperor Nicholas stands pre-eminent above all the sovereigns of his race. What they only imagined he has done. And if Europe be not at this moment involved in all the horror and misery of a war of races and religions, we owe it to the sagacity and courage of Great Britain and France.

A year later that sagacity and courage was no longer to suffice and a major European war was to break out once more after thirty-nine years of peace. And little more than a year after that the despot Nicholas was to be in his grave. It seemed to me a consoling reflection.



THEIR MAJESTIES HONOUR THE MERCHANT NAVY, WHICH IS CARRYING ON WITH SPLENDID SPIRIT IN FACE OF THE THREAT OF A U-BOAT BLOCKADE: SHAKING HANDS WITH THE OFFICERS OF A LINER DURING THEIR VISIT TO THE SHIPPING IN THE PORT OF LONDON.

The King and Queen spent a busy morning on September 14 seeing the Thames and its shipping under war-time conditions. His Majesty made the visit in his capacity of Master of the Merchant Navy and Fishing Fleets, and he was wearing the undress uniform of an Admiral of the Fleet. At the Port of London Authority headquarters in Trinity Square their Majesties were received by the chairman, Lord Ritchie. They then visited London Dock, and saw the coasting vessels tied up there; went down the river in the launch "St. Katherine," which flew the Royal Standard; and went aboard a cargo passenger liner of 18,000 tons in the King George V. Dock. The captain of a grain-ship visited by them explained how he had successfully run the U-boat blockade. (L.N.A.)

performed every Saturday at four o'clock. But it was the fifth item offered by the capital to connoisseurs of pleasure that took my fancy most. I reproduce it as it stands:

**ZULU KAFIRS.** In consequence of the increasing interest excited by this extraordinary and pleasing Exhibition, arrangements have been made by which visitors will be allowed to see this interesting Tribe daily, from Twelve till One o'clock. Admission 1s. The performances in the Theatre will take place at Half-past Three [after, no doubt, a copious midday meal] and Half-past Eight. Reserved Stalls may be obtained at Mr. Mitchell's Royal Library, 33 Old Bond street,—ST. GEORGE'S GALLERY, HYDE PARK CORNER, near Grosvenor place.



# TYPES OF FIGHTING MEN IN FRANCE'S MAGNIFICENT COLONIAL ARMY.



THE SUBJECT OF MANY ROMANCES IN FILM AND FICTION—AND A FIGHTING FORCE OF TESTED EFFICIENCY: A DETACHMENT OF THE FRENCH FOREIGN LEGION. (Wide World.)



SENEGALESE TIRAILLEURS—A MOST IMPRESSIVE BODY OF FIGHTING MEN. THE FRENCH COLONIAL TROOPS, IN PEACETIME, ARE EQUIVALENT TO NEARLY ONE-THIRD OF THE FRENCH ARMY. (A.P.)



KHAKI-CLAD ZOUAVES, WEARING RED, FEZ-LIKE CHECHIAS—THE NAME ZOUAVE BEING TAKEN FROM THE TRIBE OF BERBER ARABS FROM WHICH THEY WERE ORIGINALLY FORMED—IN 1831. (Keystone.)



MADAGASCAN TIRAILLEURS, WHOSE RACIAL ASPECT IS EXTREMELY EUROPEAN. MADAGASCAR HAS BEEN A FRENCH COLONY SINCE 1896, AND THESE TROOPS HAVE BEEN EMPLOYED SINCE THE LAST WAR IN SYRIA AND MOROCCO. (Keystone.)

The French Army is divided into the Metropolitan and Colonial Armies. The Colonial Army consists partly of native troops and partly of white troops. France's enormous resources of man power available from her Empire were particularly brought home to Frenchmen in Mangin's famous book, "La Force Noire," which appeared shortly before the last war, in 1910. Nevertheless, comparatively few Colonial troops were enrolled during the war itself—their number of 475,000 comparing with that of 7,842,000 French troops enrolled. This odd half-million, however, fought with

conspicuous gallantry in the various actions in which they took part; and it is interesting to note that their number has always been magnified by the German propaganda. The peacetime establishment (taking 1938 as the basis), however, of the Colonial troops is equivalent to nearly one-third of the total establishment of the French Army—there being (according to "The Statesman's Year Book") 190,182 Colonial troops, exclusive of those in France; the French Army in 1938, exclusive of Gendarmerie, numbering 698,010.



# FRANCE'S ATLANTIC SQUADRON—WELL EQUIPPED FOR DESTROYING SURFACE AND UNDER-WATER RAIDERS.



THE THREE 7600-TON CRUISERS "GEORGES LEYGUES," "MONTCALM" AND "GLOIRE" IN LINE AHEAD FOLLOWED BY THE SECOND DIVISION OF THE LINE; HIGH-SPEED VESSELS MOUNTING FOUR AIRCRAFT APIECE AND THUS PARTICULARLY WELL EQUIPPED FOR HUNTING DOWN RAIDERS.



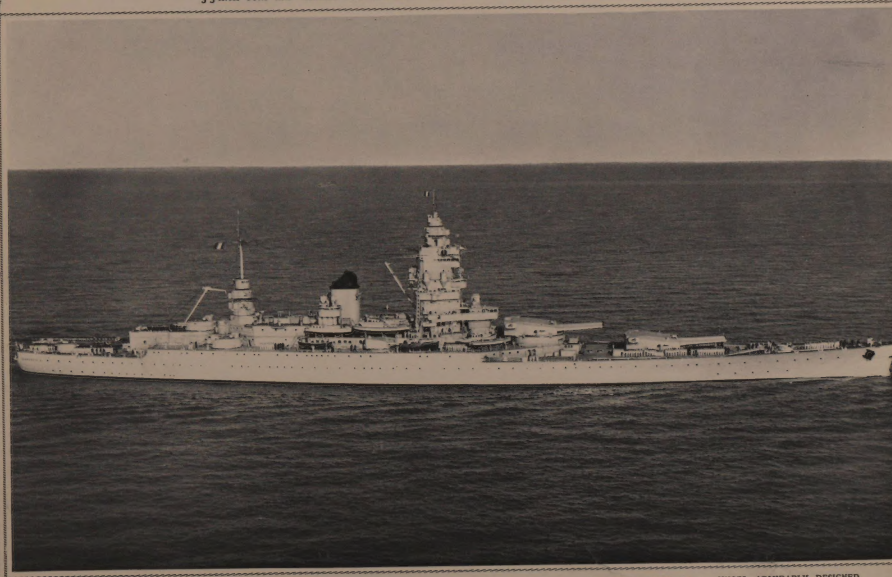
A STRIKING PHOTOGRAPH OF THE FRENCH ATLANTIC SQUADRON, WHICH IS BASED ON BREST; SHOWING CRUISERS AND DESTROYERS—THE LATTER, OF COURSE, BEING THE ANTI-SUBMARINE ARM PAR EXCELLENCE.

These photographs provide convincing evidence of the capacity of the French Fleet to co-operate effectively with the British Navy in ridding the Atlantic of the menace of German submarine and other raiders, and of preventing supplies of any possible utility in the belligerent zone from reaching German shores. The "Dunkerque"—until the completion of the "Richelieu," the

most powerful unit of the French Fleet—carries her main armament up forward, like H.M.S. "Nelson" but in quadruple turrets. The "Dunkerque" and "Strasbourg" are likely to be more than a match for any German surface commerce-raiders yet completed, not excluding the "Gneisenau" and "Scharnhorst," which (according to Jane's "Fighting Ships") carry nine



THE LIGHT CRUISER "EMILE BERTIN" (5886 TONS), ALSO A MINE-LAYER, WHICH HAS A SPEED OF 34 KNOTS AND IS ARMED WITH NINE 6-INCH AND THREE 3.5-INCH GUNS AND CARRIES TWO AIRCRAFT. SHE WAS LAID DOWN IN 1931 AND COMPLETED IN 1934.



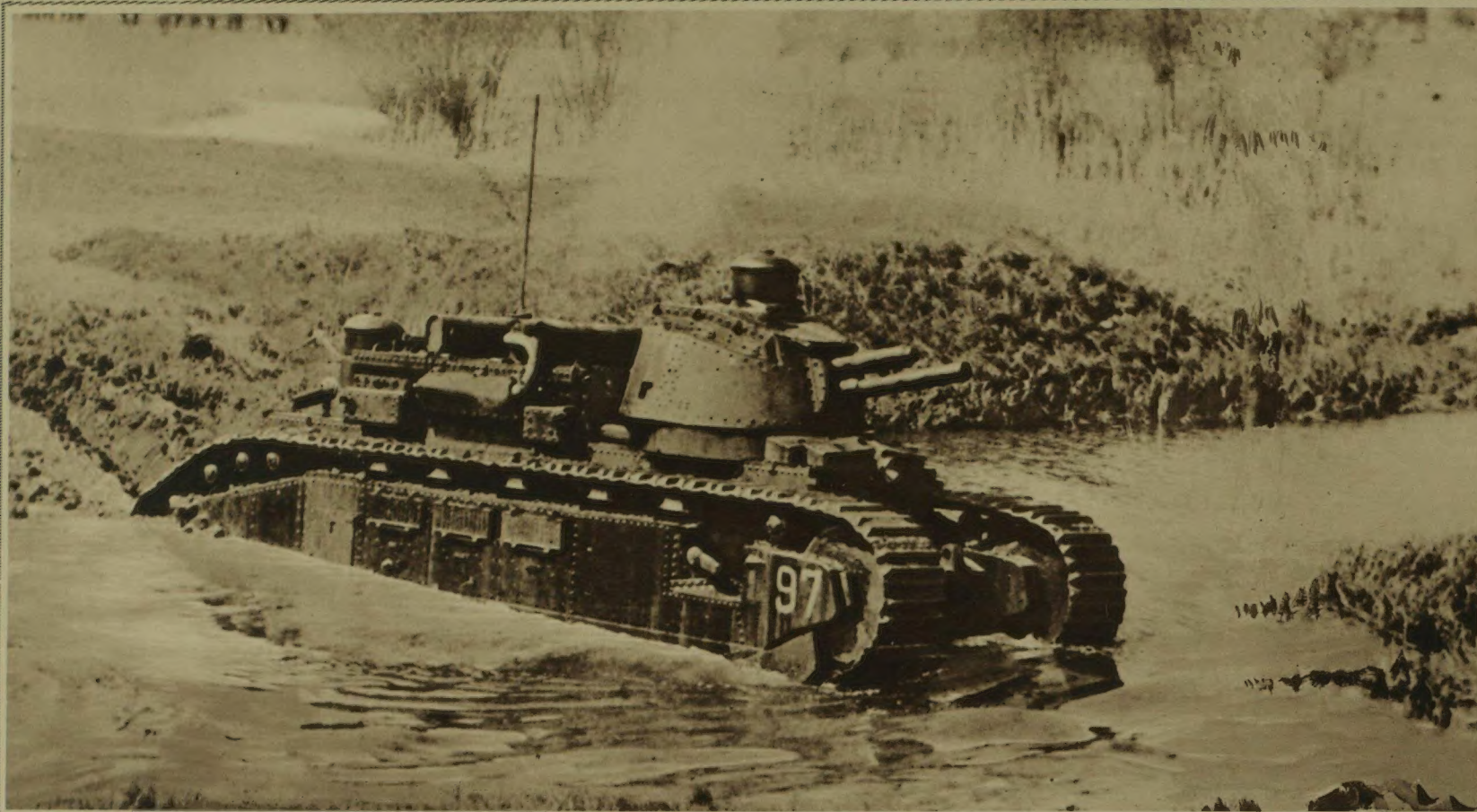
THE "DUNKERQUE," ONE OF FRANCE'S MOST POWERFUL MEN-OF-WAR, WITH A DISPLACEMENT OF 26,500 TONS AND A SPEED OF 31 KNOTS—ADMIRABLY DESIGNED TO RUN DOWN GERMAN POCKET-BATTLESHIPS, OR EVEN MORE POWERFUL ENEMY VESSELS WHICH MIGHT TURN TO COMMERCE-RAIDING.

11-inch guns as compared with the eight 13-inch of the French ships. The "Dunkerque" and "Strasbourg" are, moreover, heavily protected, with over 10,000 tons total weight of armour so placed as to withstand the fiercest shelling. The "Béarn," the aircraft-carrier attached to the squadron, was begun as a battleship of the "Normandie" class. She displaces 22,146 tons,

or 25,000 tons fully loaded. In addition to these great ships, the 35,000-ton battleship "Richelieu" is due for completion by the end of the year, and a sister-ship, the "Jean Bart," will be ready in 1940. A supplementary *France* to the Decree issued late last year made provision also for one 8000-ton cruiser, five 500-ton destroyers and seven submarines. (Photographs by Pictorial Press.)



## DESCRIBED AS FIGHTING ON THE WESTERN FRONT: FRENCH 70-TON TANKS.



A FRENCH TANK OF THE HEAVY TYPE WHICH HAS BEEN DESCRIBED AS LEADING THE FRENCH ATTACKS ON GERMANY'S WESTERN DEFENCES: A LAND-BATTLESHIP WEIGHING 70 TONS, AND MOUNTING A LIGHT FIELD-GUN, CROSSING A STREAM.



SHOWING SOME OF THE MACHINE-GUNS WHICH GUARD EVERY ANGLE OF THIS MOBILE FORTRESS FROM CLOSE ATTACK: ANOTHER VIEW OF THE "NORMANDIE"—ONE OF THE MANY FRENCH HEAVY TANKS NAMED AFTER OLD FRENCH PROVINCES—THE NORMAN LIONS BEING PAINTED ON HER TURRET.

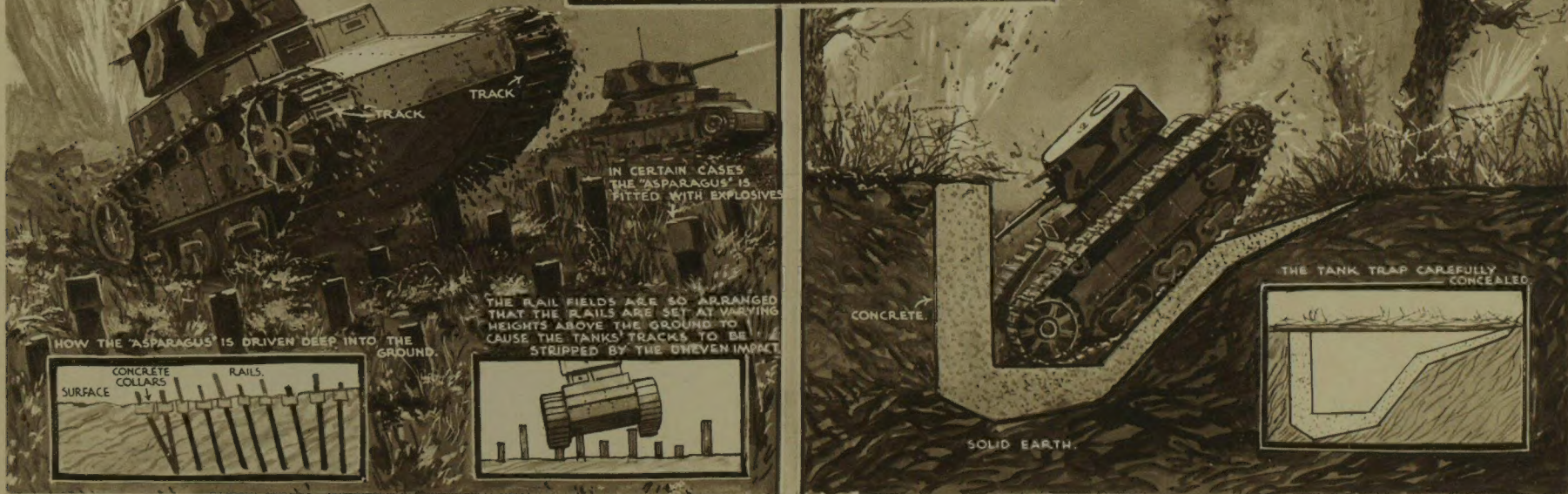
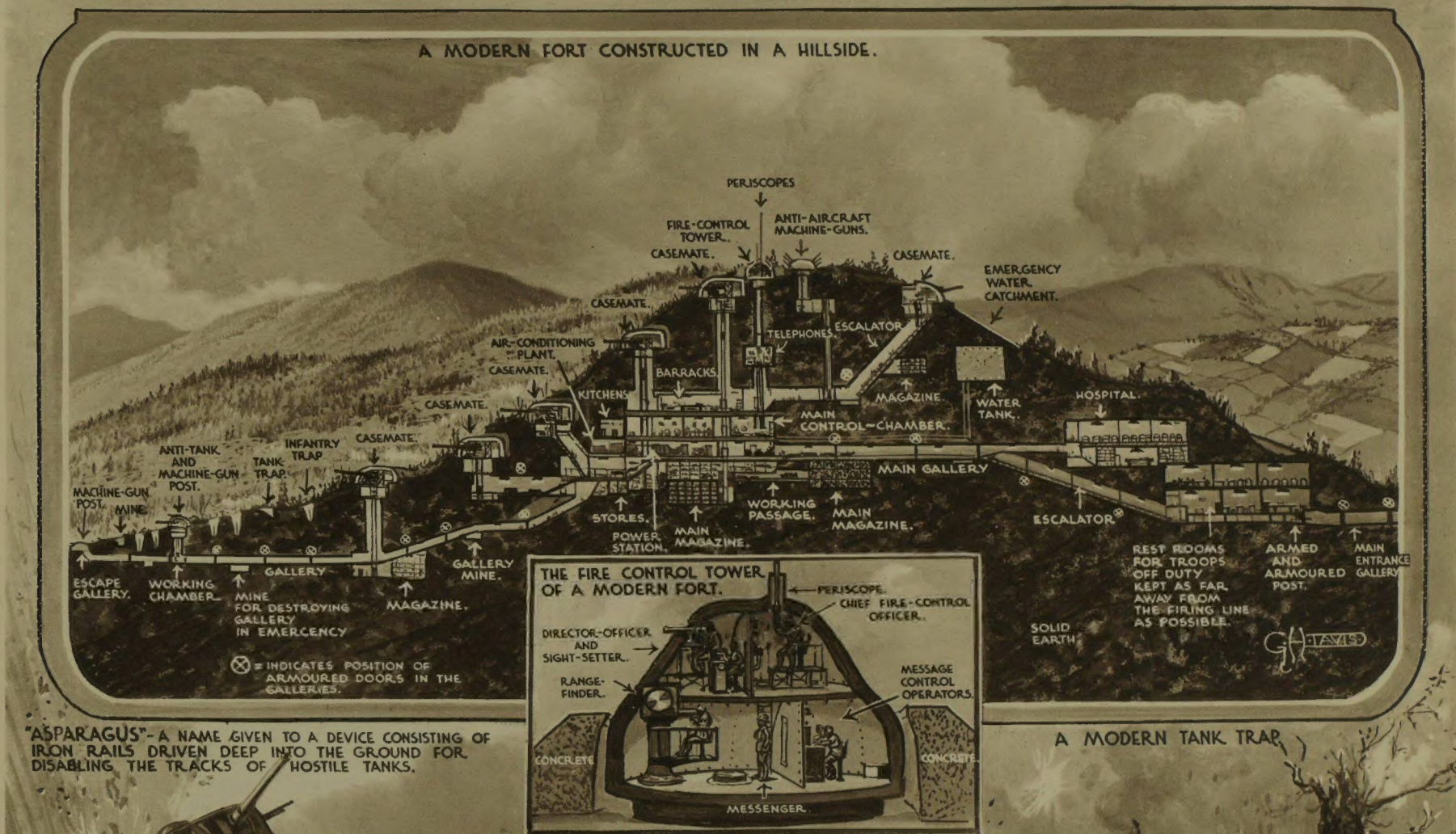
Some idea of the tactical key devised by the French command for unlocking the gates of Germany's western defences was given by the "Daily Telegraph" Paris correspondent recently. He spoke of hundreds of tanks leading the French advance, weighing 70 tons each. So threatening have these attacks been that the Germans have already been forced to bring back a number of divisions from the Polish front. It has long been known that the French Army possessed a

number of tanks of a very heavy type, and, indeed, such tanks have actually appeared in reviews. A well-known military work, Heigl's "Taschenbuch der Tanks" (published in 1934), states that some of these astonishing monsters mount 15.5-cm. howitzers, as well as other artillery, and in some cases as many as eleven machine-guns! The "Taschenbuch" mentions that they may move at a speed of about 10 m.p.h. (Photographs by Fox, and Sport and General.)



# WITH "ASPARAGUS" ANTI-TANK DEFENCES: MAGINOT LINE FORTIFICATIONS.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS



## THE FORTIFICATIONS OF THE MAGINOT LINE: A TYPICAL FRONTIER WORK, WITH GALLERIES WITHIN A HILLSIDE—LEADING TO "PILL-BOXES"; AND DETAILS OF MACHINE-GUN POSTS AND TANK TRAPS.

In our last issue we gave a double-page pictorial map of the area in which the Maginot Line is situated; and here is shown an example of the type of frontier fort used. The "asparagus" anti-tank defences consist of steel rails driven in the ground, their points upwards and at different heights. These tear off the caterpillar tracks of the tanks, while anti-tank guns, placed near ground-level, fire direct into the tanks' vital parts. The camp buildings (shown in the top left-hand drawing) can be quickly dropped flat on the approach of hostile aircraft. They are then camouflaged

with brushwood, and dummy trees are erected. Thus no indication of the adjacent fort is given. In the fort itself only the casemates and control tower rise above the surface of the hillside, the multitudinous galleries being placed deep underground. The fire-control top is arranged much on the same lines as those used in warships. An important point in conserving the morale of the garrison is that the hospital and the rest-rooms for the men who are temporarily off duty are situated as far away from the firing-line as possible.—[From a drawing published in "The Illustrated London News" in 1938.]



## POLAND STABBED IN THE BACK: THE RED ARMY IN THE FIELD.



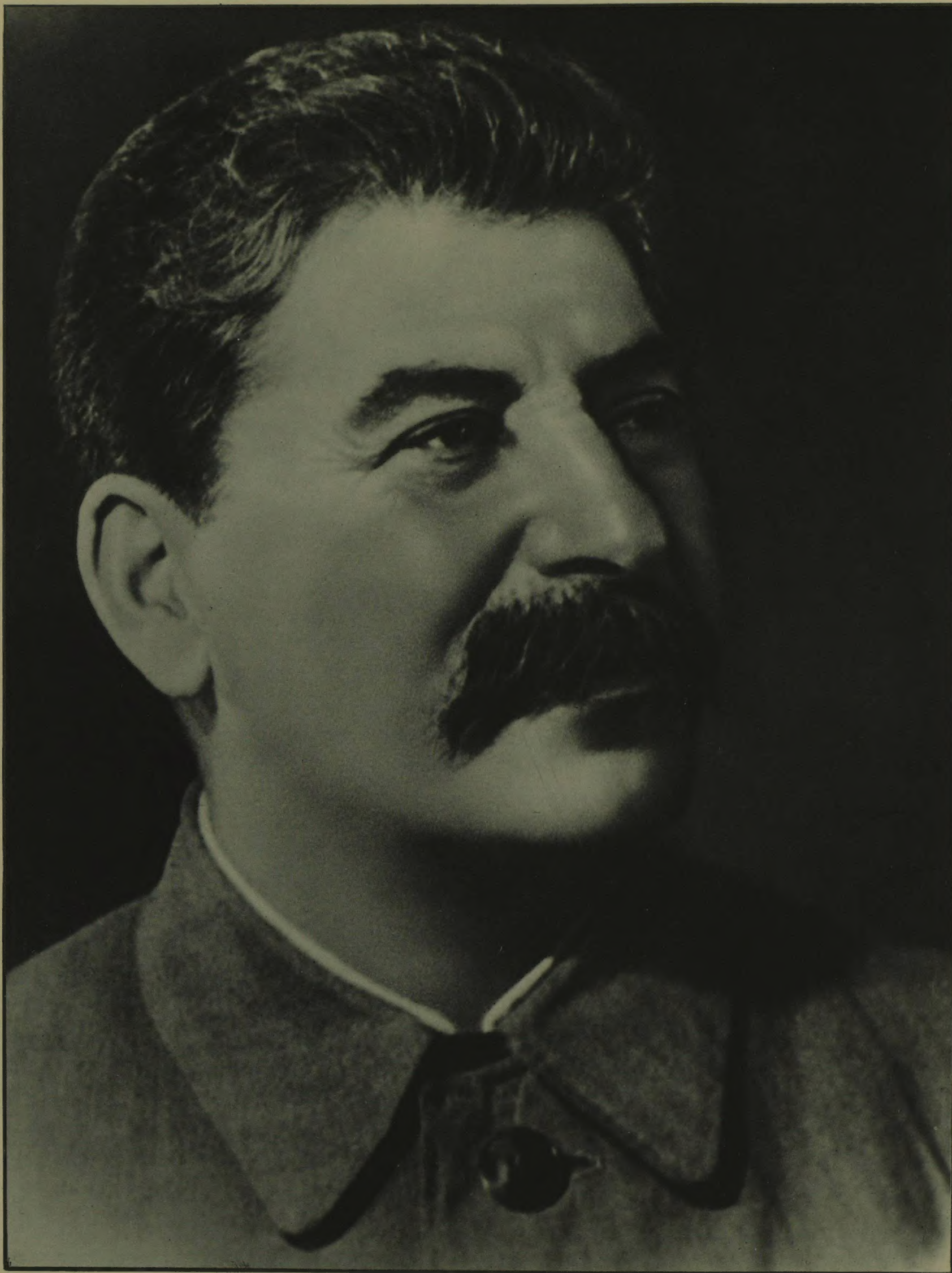
**TROOPS OF THE SOVIET ARMY, WHICH CROSSED THE POLISH FRONTIER ALONG ITS WHOLE LENGTH ON SEPTEMBER 17 ON THE PRETEXT OF THE "DISINTEGRATION" OF THE POLISH STATE: RUSSIAN INFANTRYMEN AND THEIR OFFICERS.**

Russian troops crossed the Polish frontier along its whole length on September 17. In a note handed to the Polish Ambassador in Moscow the Russian Government stated that, owing to the "disintegration" of the Polish State, they felt it their "sacred duty" to protect their blood relations living on Polish territory. While the peacetime strength of the Soviet Army has been estimated at about 2,000,000 men in more than 100 infantry divisions and at least 30 cavalry divisions, recent

measures of mobilisation, particularly in Western Russia, were believed to have brought the strength to about 4,000,000 men. The first step in the strengthening of the Red Army occurred on August 31, when measures estimated to add 500,000 men to the peacetime Army were announced by Marshal Voroshiloff. The term of military service for N.C.O.s, frontier guards and air force men was extended, while the age for conscription was reduced from nineteen to seventeen. (*Planet.*)



# THE SPHINX OF EUROPE: JOSEPH STALIN, DICTATOR OF RUSSIA.



STALIN, SON OF A GEORGIAN PEASANT SHOEMAKER, AND NOW RULER OF 163 MILLIONS ; BY WHOSE EDICT POLAND WAS INVADED FROM THE EAST.

Born in Georgia in 1879, the son of a peasant shoemaker, Stalin joined a social democratic group at the age of seventeen. His true name was Joseph Vassarionovitch Djughashvili, "Stalin" (which means "man of steel") being one of the many pseudonyms he adopted in the course of an exceedingly adventurous revolutionary career. In 1924 he succeeded Lenin as virtual dictator of the Soviet Union. He rarely lowers the mantle of oriental secrecy surrounding him, but on the occasion of the signing of the Russo-German Non-Aggression Pact on August 23, he was photographed in smiling mood shaking hands with the

German Foreign Minister, Herr Von Ribbentrop. The colour of his mind is revealed by his ruthless extirpation of the "kulak" class and the mass trials conducted against all "Trotskyist" and anti-Stalinist influences, by means of which numerous leading Bolshevik Russians have been executed or imprisoned. Stalin, who has been put forward by Signor Mussolini as a "secret Fascist," is said to be contemplating the relinquishment of the general secretaryship of the Communist Party in order to take a title—such as "The Great Red Vozhd" (or "Greater Führer")—"more in accordance with his headship of the State." (Planet.)



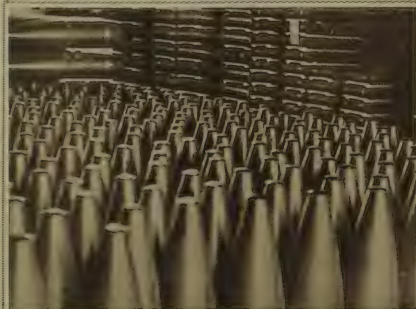
## NAZI GERMANY'S FIRST LINE OF DEFENCE, HASTILY IN THE SIEGFRIED LINE—ALREADY



ANTI-TANK CONCRETE HARRICADES, WINDING LIKE A GIANTIC CENTIPEDE ACROSS A GERMAN HILLSIDE. (Wide World.)



A NEW "SHIFT" TAKING OVER DUTY IN ONE OF THE UNDERGROUND FORTIFICATIONS; SHOWING THE RECENTLY PLANTED TREES. (Keystone.)



THE IMMENSE ACCUMULATION OF AMMUNITION, WHICH LED TO COMPLAINTS ABOUT ACCOMMODATION; SHELLS AND HAND-GRENADES STORED UNDERGROUND. (A.P.)

Even before the outbreak of this second European war a certain leakage of information from Germany made it evident that the Siegfried Line had many defects. Thus in May a report from Strasbourg stated that the flood waters of the Rhine had inundated the Siegfried Line over a distance of thirty miles between Strasbourg and Lauterburg and the view was expressed that reconstruction farther inland might be found necessary. Then, on August 12, it was reported that the German fortifications facing the Rhine had been flooded



"GOD, WHO MADE THE IRON GROW"—A GERMAN PAGAN HYMN GIVEN FORM ON THE WESTERN FRONT: A TANK OBSTRUCTION OF SLOPING IRON SPIKES. (Keystone.)



MACHINE-GUN NESTS ALLOWING AN IDEA TO BE FORMED OF THOSE WHICH THE FRENCH ARMY IS "MOPPING-UP" ALONG THE ADVANCED SIEGFRIED POSITIONS. (A.P.)



A MODERN EQUIVALENT OF THE CATACOMBS—FOR ANTI-CHRISTIAN NAZIS: A SUBTERRANEAN GALLERY IN THE SIEGFRIED LINE. (Wide World.)

and that new ones were being hurriedly erected on higher ground. The British Ministry of Information announced on September 9 that, according to reports received from reliable quarters, German soldiers stationed in the Siegfried Line were complaining that their dug-outs were crammed with munitions, that although the troops had been in the line only a few days, ventilation was so bad that the air of the dug-outs was foul, that the more heavily protected dug-outs were not yet habitable, in some cases only the

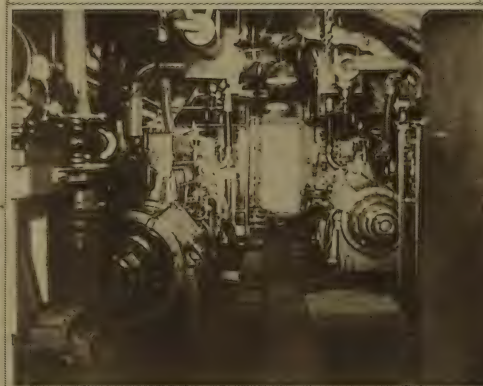
## CONSTRUCTED SINCE HITLER RESOLVED ON WAR: UNDER FIRE FROM FRENCH GUNS.



WEARING THE FIELD-GREY "DEAR" TO HITLER'S HEART: A ROBOT-LIKE INFANTRY COMPANY IN FULL BATTLE DRESS ENTERING A CONCRETE FORTIFICATION. (Central Press.)



INDISPUTABLE PROOF OF THE CAUTION WITH WHICH GERMANY'S WESTERN DEFENCES MUST BE ATTACKED: A CONCEALED GUN, WITH A PEACEFUL LANDSCAPE BEYOND. (Planet.)



AN UNDERGROUND POWER STATION! SHOWING THE GREAT DIESEL GENERATORS—ONE OF THE MANY ELABORATE PIECES OF ENGINEERING WORK. (A.P.)

foundations being ready, and that there was a shortage of food. If, however, as at present seems likely, the steady French advance, which has brought the entire ninety-mile front between the Moselle and the Rhine within German territory, and the Siegfried Line well within range of French medium-calibre guns, it is more than probable that these same troops may be compelled to abandon their safe subterranean barracks and dug-outs for the far more unpleasant conditions of open warfare. Already as we go to press a report



MEN LEAVING THE GENERAL KITZINGER "GALLERY," WHICH WAS ONLY BUILT IN 1938, CARRYING SPECIAL HAND-LAMPS. (Planet.)



MACHINE-GUNNERS IN A CONCRETE POST ON THE WESTERN FRONT—IN THIS WAR—UNLIKE THE LAST—"SOMEWHERE IN GERMANY." (A.P.)



SOLDIERS ENTERING A LIFT, WHICH WILL TRANSPORT THEM FROM THEIR SUBTERRANEAN BARRACKS TO THEIR ACTION STATIONS. (A.P.)

declares that French warplanes are flying over German territory behind the Siegfried Line, bombing the heavy German artillery which had been unmasked in an attempt to stem the French advance towards the main defences of the "West Wall." A third line of defence is now being constructed behind Aachen and Saarbrücken. The mere fact of the construction of such a third line would appear to indicate that the German command do not feel so secure in the west as they would like to have the world believe.







# FIGHTING THE U-BOAT WITH DEPTH-CHARGES: THE PRINCIPAL

DRAWN BY OUR SPECIAL

(1) DESTROYERS ON PATROL IN LINE ABREAST FORMATION.



(3) THE WING DESTROYERS (A AND C) TURN OUTWARD IN THE FORM OF A "V", ALL PROCEEDING AT FULL SPEED.



(2) SUSPICIOUS SOUNDS ARE DETECTED BY THE LISTENING GEAR.

## THE EFFECT OF



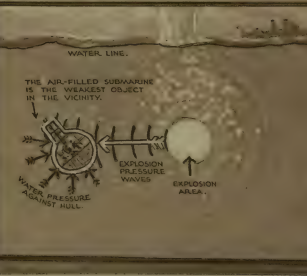
DROPPING DEPTH CHARGES FROM THE STERN OF A DESTROYER.



THE THROWER IN ACTION FROM THE SIDE OF A DESTROYER.



THE PRESSURE WAVES SET UP IN THE WATER, BY THE EXPLOSION OF THE DEPTH CHARGE, FLOW OUT IN ALL DIRECTIONS, EXERTING A TERRIBLE PRESSURE ON THE HULL OF THE SUBMARINE, SURROUNDING UPON THE NATURAL PRESSURE OF THE WATER, SURROUNDING THE VESSEL.



## HOW THE NAVY IS HUNTING U-BOATS WITH DEPTH-CHARGES: DETECTING AND

The submarine attacks upon British shipping lend particular interest to these drawings explaining the use of depth-charges. The depth-charge, so successful against U-boats in the last war, is still, despite the anti-submarine devices developed since then, their most potent enemy. The modern depth-charge is an iron drum fitted with a device for setting accurately the depth at which it explodes, and filled with 300 lb. of T.N.T. or other high explosive. Bursting below the surface, it displaces the surrounding water and sets up

tremendous pressure waves in the vicinity. The exact distance at which a depth-charge is fully effective is not yet proven, but if it bursts anywhere near the boat, the effect is tremendous (water, it should be remembered, is almost incompressible), as the water pressure is sufficient to "start" rivets and cause flooding; damage the more vulnerable electrical gear, and produce an intense moral effect on the crew. There are two methods of dropping depth-charges—by direct release from a chute at the stern, and by the wing

# METHOD OF PROTECTING SHIPPING AGAINST SUBMARINES.

ARTIST G. H. DAVIS.

(4) LOCATING THE HOSTILE SUBMARINE.



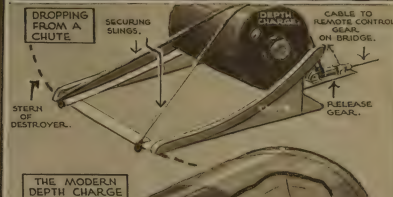
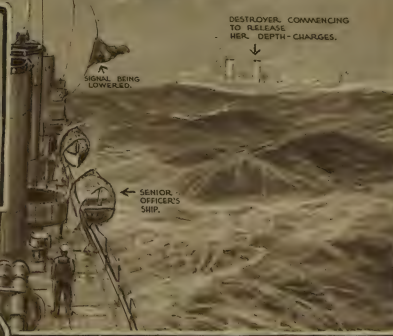
ALL THREE DESTROYERS, USING THEIR LISTENING GEAR, FIND THAT AT A CERTAIN POINT THE SUSPICIOUS SOUNDS ARE AT THEIR LOUDEST IN EACH DESTROYER'S ANCHORING. THE INTERSECTING POINT MARKS THE APPROXIMATE POSITION OF THE HIDDEN SUBMARINE. WITH "A" AND "C" CAREFULLY MANUVERING THE SPOT, "B" PROCEEDS AT FULL SPEED TO ATTACK.

## DEPTH CHARGES

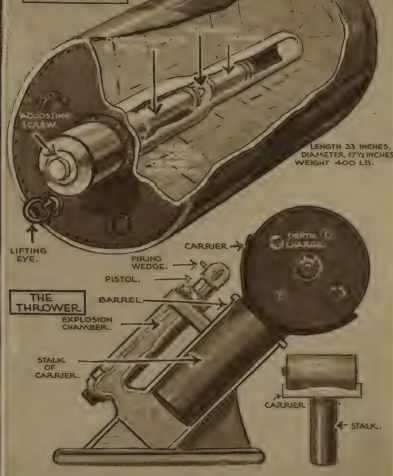


THE CHARGES ARE SET TO BURST AT VARIOUS DEPTHS WHEN THEY BURST DOWNWARD GEAR, A SUBMARINE, IT IS TEMPORARILY THROWN OUT OF CONTROL. DOWN, OF THE HULL, BURNING MAY BE CRACKED AND LEAKAGES STARTED, CRACKS GEAR MAY BE PUT OUT OF ACTION BUZZ "BLEND" THE CREW HAIRD AND THEIR HEAVE TEMPORARILY SHATTERED.

(6) WHEN THE ATTACKING DESTROYER IS KNOWN TO BE OVER, THE SUBMARINE THE SENIOR OFFICER LOWERS HIS SIGNAL FLAG AND INSTANTLY THE ATTACKING VESSEL RELEASES HER DEPTH CHARGES.



## THE MODERN DEPTH CHARGE



## ATTACKING SUBMARINES, AND THE TERRIFIC EFFECT OF A DEPTH-CHARGE.

from a small howitzer type of cannon. Using both methods, an attacking surface ship can "straddle" its target by dropping the charges dead astern, and at the same time firing from its throwers other charges some forty yards to port and starboard. The charge may be set to burst at various depths. Thus, by rapid dropping in diamond formation (stern, port, and starboard and stern), a big area of sea is quickly made unhealthy for the hidden submarine. Listening and other apparatus have enormously increased in

power and efficiency since the last war, and it is now possible to plot out accurately the position of a submarine and "hold" her by means of the listening apparatus. The explosion of a depth-charge anywhere near a submarine will give her such a shaking that she may get out of control and hit the bottom or be forced to surface. It is hardly necessary to add that submarine destruction is carried out by many vessels other than by destroyers.—[FROM A DRAWING PUBLISHED IN "THE ILLUSTRATED LONDON NEWS" IN 1937.]



# THE BRILLIANT R.A.F. RAID ON THE GERMAN NAVAL BASES: A BOMB HITS A GERMAN BATTLESHIP AMIDSHIPS.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS. BASED ON OFFICIAL INFORMATION.



A GERMAN BATTLESHIP ATTACKED AT WILHELMSHAVEN BY A FORMATION OF BRITISH BOMBERS SWOOPING OUT OF THE CLOUDS—AND CAUGHT WHILE HER CREW WERE TAKING IN STORES AND HANGING OUT THEIR WASHING ON HER FOC'SLE! THE FRANTIC SCENE AS MEN SCURRIED TO ACTION STATIONS, WHILE AN EXPLOSION WRECKED HER AIRCRAFT CATAPULT.

The first flight of R.A.F. machines which bombed the German Navy in its bases started for Wilhelmshaven at 4 p.m. on September 4. The afternoon was fine, but as they flew they ran into foul weather, with heavy continuous cloud. Wilhelmshaven was reached in two hours' flying. As they turned on their last course, five minutes away from Wilhelmshaven the weather cleared for a few minutes. Breaking their flight formation, they flew singly into the Schilling Roads. "We could see a German warship taking on stores from two

tenders at her stern," said the leader of the first flight, and added: "We could even see some washing hanging on a line. Undaunted by the washing, we proceeded to bomb the battleship. Flying at 100 ft. above mast height all three aircraft converged on her. I flew straight ahead. The pilot of the second aircraft came across from one side, and the third crossed from the other side. 'When we flew on top of the battleship we could see the crew running fast to their stations. We dropped our bombs. The second pilot,

flying behind, saw two hit. We came round and the ship's pom-pom guns began to fire as we headed for home. My navigator saw shells bursting almost on the tail of the aircraft." The sky clouded again and the aircraft were soon driving through blinding rain. As the third aircraft skimmed in his turn towards the warship, the pilot saw the first bomb drop from the second bomber. "To me," he said, "it appeared to drop dead amidships." By that time the battleship's crew were all at action stations and the third pilot got, as he

said, "some hot stuff." The bombers that raided Kiel at the same time were attacked by fighters and met by a barrage of anti-aircraft fire from the big ships, which they none the less bombed. The above drawing shows a bomb exploding and wrecking the catapult of a German battleship, abaft her funnel. The damage to these warships is a matter of the greatest importance to the Navy—each modern German battleship docked for repair means one potential commerce raider less to be reckoned with for a greater or less period.



# THE POLISH FRONT: "OBJECTIVES," AND BEHIND THE GERMAN LINES.



USED BY GERMANY AS A PRETEXT FOR THE BOMBING OF OPEN TOWNS: ALLEGED POLISH "FRANC-TIREURS" CAPTURED BEHIND THE GERMAN LINES. (Planet.)



AN INEVITABLE RESULT OF WAR, FOR WHATEVER REASONS IT IS WAGED—THE HOSPITAL TRAIN; HERE SHOWN BRINGING GERMAN WOUNDED BACK TO BERLIN FROM THE POLISH BATTLEFIELDS. (A.P.)



DYNAMITED BY THE POLES TO CHECK THE GERMAN ADVANCE: THE BRIDGE ACROSS THE VISTULA TO DANZIG TERRITORY AT TCZEW (DIRSCHAU). (Keystone.)



REPORTED DESTROYED DURING THE CONSTANT AIR RAIDS ON WARSAW: BELVEDERE PALACE, THE HOME FROM 1925-1935 OF THE LATE MARSHAL PILSUDSKI, FOUNDER OF MODERN POLAND; THE PALACE LATTERLY BEING USED AS A NATIONAL MUSEUM. (Planet.)



CONVICTED BY GERMANY: A GENERAL VIEW OF THE FAMOUS OIL-FIELDS OF BORYSLAW, IN THE PROVINCE OF LWOW, SOUTHERN POLAND; WHOSE PRODUCTION, HOWEVER, HAS DECLINED OF RECENT YEARS. (L.N.A.)



THE GERMAN COMMANDER SALUTING TROOPS STATED TO BE "ENTERING LODZ," LODZ HAS BEEN THE SCENE OF ATTACK AND COUNTER-ATTACK, BEING CAPTURED AND RECAPTURED BY THE OPPOSING ARMIES. (Central Press.)

As we go to press we have no means of foretelling what will be the situation in Poland by the time this issue appears. A photograph of the Westerplatte at Danzig after its surrender appears on page 493. At the end of the first week of the war, responsible correspondents were writing that, as a whole, the immensely superior German air force was concentrating on military objects—though this nevertheless entailed heavy loss of civilian life and property. Then,

on September 13, the threat was issued from "the Führer's headquarters in Poland" that, unless guerilla or *franc-tireur* warfare, bravely waged by the Poles behind the German lines, ceased, the "excessive consideration paid by the German artillery and air force to open towns, markets and villages" would give way to "those military measures which are calculated to make clear the hopelessness of such resistance." The Poles, a gallant nation, naturally continued to

[Continued opposite.]



## RUTHLESS BOMBINGS AND OTHER SCENES FROM THE POLISH FRONT.



THE RESULT OF INCENDIARY BOMBS: A CURTAIN OF FLAME AND SMOKE BLOTING OUT A WARSAW SUBURB AFTER BEING BOMBED FROM A HEIGHT, IT IS REPORTED, OF 300 FT. (Planet.)



THE FALL OF SMOKE HANGING OVER TCZEW (DIRSCHAU) AFTER AN AIR RAID. TCZEW LIES ON THE WEST SIDE OF DANZIG TERRITORY; ITS DYNAMITED BRIDGE APPEARS ON THE OPPOSITE PAGE. (Keystone.)



A TRAGIC RESULT OF INDISCRIMINATE AERIAL WARFARE: A JEWISH CHILDREN'S HOME IN WARSAW WRECKED BY THE INVADERS' BOMBS—A NUMBER OF CHILDREN BEING AMONG THOSE KILLED. (Planet.)



HITLER TALKING TO A GATHERING OF TROOPS, SOMEWHERE IN POLAND; IN THE FOREGROUND BEING A MOTOR-CAR WITH ANTI-AIRCRAFT MACHINE-GUNS MOUNTED ON IT. (Wide World.)



PRISONERS OF WAR: (LEFT) THE FIRST GERMAN PRISONERS, PARADED UNDER ARMED POLISH GUARDS; AND (RIGHT) THE HEROIC POLISH GARRISON OF WESTERPLATTE GUARDED BY A GERMAN SOLDIER AND SAILOR—THE LATTER FROM THE LANDING-PARTY OF THE "SCHLESWIG-HOLSTEIN." WESTERPLATTE, THE MUNITIONS DEPÔT AT THE MOUTH OF DANZIG HARBOUR, WAS ASSAULTED BOTH FROM LAND AND SEA. (Planet and A.P.)

Continued.

resist; and thenceforth heavy and ruthless bombing of open towns set in. The German attack was based largely on the use of mechanised forces—and on the already-mentioned overwhelming superiority in the air. Against this, mere bravery—of which countless examples could be cited—was of little avail. The effect of the enormous German superiority is discussed by an expert writer in a special war article on page 492. Another cause of the German success appears

to have been the collapse of Polish radio communications. The German information services proved very able—the position of the Polish C.H.Q. was, it seems, constantly known to the Germans, and consequently bombarded and driven from pillar to post. And then, on September 17, the Soviet Union sent troops across the Polish eastern frontier, who, of course, found penetration easy. It is, however, too early to discuss the possible repercussions of this act.



# EASTERN AND WESTERN FRONT STRATEGY.

By CYRIL FALLS.

FEW campaigns have been begun with immediate advantages so overwhelming as those possessed by Germany when she launched her attack on Poland over a fortnight ago.

Time, strategic situation, material and numbers were all on her side. She had the advantage of time, first, because she could count on a certain delay before Great Britain and France even declared war; secondly, because her western defences freed her from the risk of any serious ground attack on that flank for a considerable period; thirdly, because she was fully mobilised, while the Polish forces in the interior were not, though those in the western part of the country were.

Her strategic situation as regards Poland is at once proclaimed by the map. All was cut and dried for her favourite strategy of envelopment. To the south she outflanked her victim from Slovakia, to the north from East Prussia. From the west she was faced by huge, open plains, ideal for the movement of cross-country vehicles. Even the weather was on her side; for the summer had been unusually dry, so that the roads, few and poor as they are, were at their best for the purpose of withstanding heavy traffic. In material, she disposed of a superiority of probably four to one in aircraft, and that is the equivalent of any odds you like to conceive. If you pit a division of 12,000 men against four divisions of 48,000, it may, with skilful handling, check their attack and inflict heavy loss upon them. But if you pit, say, 1200 aeroplanes against 4800, they will quickly be destroyed in great numbers; complete mastery of the air will pass into the hands of the stronger side; and the weaker side will be blind and to all intents and purposes helpless. She had an enormous superiority in armoured fighting vehicles, and a considerable superiority in artillery. In actual numbers she had not sufficient strength to command success against such fine troops as the Polish, had other things been equal; perhaps three to two. But other things were not equal.

This is how she opened the *Blitzkrieg*. From East Prussia she launched an assault southward. She did not, it would appear, dispose of more than ten divisions in this isolated territory, and their attack by itself would have been fruitless. But, simultaneously she thrust across the Corridor from Pomerania, overran it, opened up land communication with East Prussia, and continued the drive in the direction of Warsaw. The Poznan salient she neglected; indeed, the Poles won a local success in this quarter, and reached for a moment the soil of the Reich. From the direction of Breslau came the main onslaught, in which most of her motorised and mechanised divisions were employed with terrific effect. Further south still, she thrust in Silesia, into that area of coal and iron, of intense industry, which contained the life-blood of Poland. This thrust was accompanied by another across the Beskiden and Tatra ranges of the Carpathians.

This concentric attack might have been met with a measure of success by the mobile and determined defence, but for one factor—the power of her air forces. They not only enabled the German ground forces to move with complete freedom, but also blinded and crippled the Polish. Communications were shattered by constant bombing; counter-attacks were detected in assembly areas and broken up before they could develop; all troop movements had to be confined to the hours of darkness. Polish artillery was instantly engaged by German, ranged by aircraft, whereas German battery positions could not be

identified. Low-flying aeroplanes, using machine-guns as well as bombs, preceded and covered the advance of fighting vehicles and of infantry. Back-area bombing spread disorganisation in the rear. It must be added that, whereas, in the first stage, the German aircraft made some attempt to concentrate on military objectives—though even then the bombers, when engaged with anti-aircraft fire, were apt to drop their bombs quickly into the nearest built-up area and then make off—there seems to be no doubt that since then deliberate attacks have been made upon the civilian population.



THE GERMAN INVASION OF POLAND: A SKETCH-MAP SHOWING THE DIRECTION OF THE PRIMARY THRUSTS WHICH AIMED AT OPENING UP COMMUNICATIONS WITH EAST PRUSSIA AND ENCIRCLING THE POLES; AND THE SECONDARY THRUST DEVELOPED ON THE NORTH FACE OF THE CARPATHIANS IN THE DIRECTION OF LWOW.



THE CULMINATING PHASE OF THE GERMAN CAMPAIGN IN CENTRAL POLAND: INFANTRY ADVANCING CAUTIOUSLY IN THE OUTSKIRTS OF WARSAW, WITH AN IMMOBILISED TRAM ABANDONED ON A ROAD. (A.P.)

Readers of a weekly paper do not desire to read news, which would be out-of-date in any case, so I shall make no attempt to deal with the situation existing as I write these words. I need only point out that the concentric advance on Warsaw was followed by a somewhat surprising development: an advance, evidently in great strength, in the general direction of Lwow, or Lemberg. Various reasons have been put forward to explain this: that the objective was economic, namely, oil; that it was military, to cut off Poland from Rumania; that it was economic, military and political, to establish contact with Russia.

Even if Russia had made no move, it was plain that the situation of Poland was already desperate. Some good judges prophesied—in private, because you cannot defeat a gallant ally in print before she is defeated in the field—an immediate collapse.

My own prophecy may have seemed timid. I was a shade less pessimistic than the pessimists. I considered it possible that the German fighting vehicles might have outrun both supplies and infantry and that the enemy might be undergoing great difficulties with his communications, especially if reports about the weather breaking were well founded. I have observed, in the field itself as well as from study, how often in conditions of modern warfare a successful offensive gradually peters out from inanition as much as on account of opposition, owing to the excessive demands which it makes upon transport. The factor which told most heavily against a Polish stand was that of the air. Movement, whether strategic or tactical, was virtually denied to the Polish troops by the eyes and the weapons in the skies. Even the mere digging of a defensive position must be a Herculean feat in such circumstances.

It would require too much space to deal in the course of this article with conditions on the Western Front. For that a further opportunity may perhaps be found. Here it must suffice to point out that the Siegfried Line—which ought rather to be called the "Siegfried Position"—is a defensive organisation of great depth, as well as strength, and that to rush to the attack upon it would be to invite disaster. Up to the present, the French are engaged merely with its outposts. French military doctrine of to-day is very different from what it was in 1914. Possibly the swing of the pendulum from undue rashness has led to undue limitation of the naturally adventurous French spirit; but we may rest assured that the wise and experienced General Gamelin will probe thoroughly before he strikes and strike with the minimum of risk. Already he has undoubtedly drawn German reserves to the main scene of his activities, the Saar.

Apart, however, from the operations of the French ground forces, which every observer will represent the possible effort at this stage of the war is the question of air. When we meet to-day, 1939, certain to ask: "Why has there been no air offensive?" I can do is to put the views of two schools of thought on this question. One side points out that Poland is being defeated and overrun without direct aid, and without indirect, from France and Britain. Practically the whole German strength, nine-tenths of it, at all events, is operating in the west. Does it pay to permit the German aircraft to finish with Poland and then fly west? Could we not have carried out a heavy air offensive against communications, and even munition factories? Why establish a tacit

understanding not to risk killing German civilians if Germany does not kill ours, when Germany is deliberately killing Polish civilians? The other side answers that we have to win this war, and that we cannot lose it if we manage and conserve our energies economically. Though the time-factor is against us as regards Poland, it is overwhelmingly in our favour as regards the war as a whole. We must take long views of what may well be a long struggle. My readers must try to estimate for themselves the respective weights of these conflicting but strong arguments.



## THE SWASTIKA OVER WESTERPLATTE—CAPTURED AFTER AN EPIC DEFENCE.



THE NAZI BANNER FLYING ABOVE THE RUINS OF WESTERPLATTE, THE POLISH MUNITIONS DUMP AT THE MOUTH OF DANZIG HARBOUR WHOSE HEROIC DEFENCE EARNED GERMAN PRAISE.

Photographs of Westerplatte, the Polish munitions dump at the harbour entrance of Danzig, burning and in ruins from both sea and air bombardment, appeared in our last week's issue; here the Swastika is seen flying above the scene of what will rank as one of the most heroic defences of the war. So heroic, indeed, was this defence that the official German wireless bulletin of September 7 stated in announcing its capture that the garrison "had held out very courageously." The garrison of

Westerplatte had been besieged for six days, remaining firm against overwhelming odds. Finally, it was reported, boat companies from the German warship "Schleswig-Holstein" made an assault on the depot under cover of heavy fire, while, simultaneously, a battalion of pioneers attacked from the land. At 9.30 a.m. on September 7 (the report continued) a white flag was hoisted, and at 10.30 the Polish commandant came out and surrendered. (Photograph by Central Press.)



# WHAT GERMAN AFRICAN COLONIES WOULD MEAN.

"JUDGMENT ON GERMAN AFRICA": By G. L. STEER.\*

An Appreciation by SIR JOHN SQUIRE.

IT is extremely difficult to realise that a short while ago we were not merely not at war, but discussions were calmly proceeding in public as to whether or not Germany's former colonies should be returned to her. I think that had the proposal been seriously and officially made, the country would have risen in protest; though nobody will ever be able to prove that now. But there were certainly people who advocated it, either because it was "unfair" that Germany should not have tropical colonies like other great Powers, or because they thought that the temper of the German Government would be sweetened and its ambitions satisfied by such a concession. The interests of the natives and the record of German colonial administration were seldom considered, it seemed, by such persons; nor did they address themselves to the question of the ultimate, as opposed to what they deemed the immediate, interests of the British Empire. They are silent now; we do not know if they will raise their voices later; but it does seem likely that British Governments in the future will not be so vague and evasive on the subject as they have been during the last few years. For, staring us in the face, is the handicap which those colonies would have been to us had we already arranged their return to the Germans. "Had we done so, perhaps there would not have been a war," the incorrigibles may murmur.

This certainly would not be the opinion of Mr. Steer, whose book, published before the outbreak of war (and all the more fascinating now because of the "might-have-beens" implicit in it), surveys the whole problem of the German colonies from every angle. He met a young Oxford don who seemed to think that if Africa were satisfied, London would be saved from a bombardment which she would not stand. A very poltroonish and hypothetical attitude, but let that pass. "If Hitler," says Mr. Steer, "went to war on the colonial issue, his object could not be the recovery of old German territory but the humiliation of Britain as a World-Power. You ask why? Because one week's bombing of Britain and assault upon the Maginot Line would cost him more than all his old colonies would ever yield. For every emigrant he would lose a dozen dead, and for every mark spent he would make ten pfennigs. Strange as are his ideas of finance and the value that he sets upon human life, I cannot believe that he has become so extravagant with either as to bomb London for colonies. He will only bomb London to bust London."

Herr Hitler, in fact, has never been very enthusiastic. "Mein Kampf" still reveals his mind about the colonies, his dream being expansion eastward—though Göring has a hereditary interest in Africa. Hitler understood the facts (borne out by the most elaborate statistics in this book) that the trade with the old German colonies never was, and never could be, but a drop in the ocean of Germany's general overseas trade, and that the addition they could provide to Germany's "living-room" was insignificant, most

parts of them being quite unsuitable for white settlement on a large scale. But what may have been intrinsically valueless to him in one way may have been of vital importance to us in another. Mr. Steer, in his fascinating tour of his native continent, flew over that East African creek where the battered hulk of the "Koenigsberg" still lies stranded. How much greater would be the danger to our shipping if the Germans still had their old possessions as refuges and bases for their raiders and submarines!

importance. Mr. Steer elaborates his arguments concerning air communications, and air action in connection with military work and troop conveyance, and he illustrates his arguments with ingenious maps. But his whole gist can be summarised in a few brief sentences. "The strategic strength of his old colonies is far greater than their economic strength. They would give Hitler control of South Africa and the Cape route; of East Africa; and they would give his ally, Italy, the key to the Sudan and the Eastern Mediterranean, including Suez."

This book was written on the assumption that we might have to face a war against Germany and Italy combined. It was quite correct to make that supposition; and in any future strategic consideration of this problem we should always assume the worst conceivable combination of circumstances against us. Mr. Steer appears to have been, when he wrote, amongst those who thought that matters would be different were different elements dominant in Germany. "If there were a Germany which did not actively prepare for war, and whose race-philosophy was more akin to our own, the arguments which I have drawn out of these African lands fall away. I see no reason why the emergence of such a Germany should be considered impossible." But surely if there were a change in Germany, there might be a change back again? The ex-German colonies had, many agree, better remain where they are.

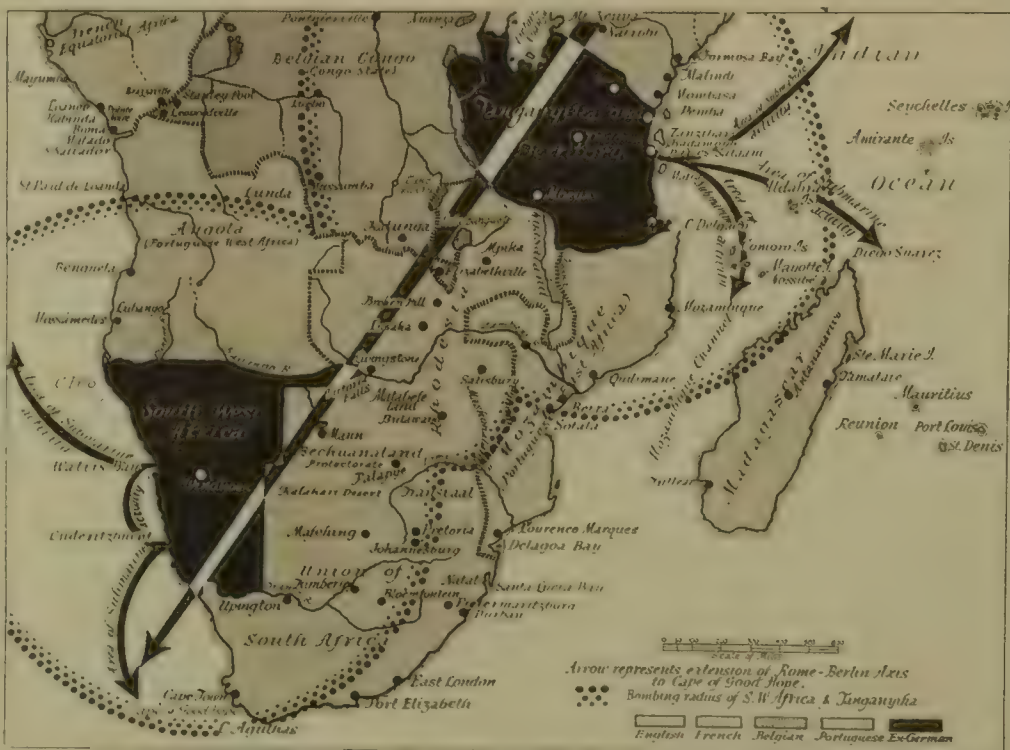
There are also, it may be observed, their inhabitants! Some of the early Germanic exploits in them were appalling. In East Africa, the infamous Karl Peters butchered at the least excuse, and flogged his concubines. His Government, after vigorous Socialist and Catholic criticism, threw him over; but his head is back on the Nazi postage stamps! Trotha in South-West was the hero of the merciless war against the Herreros, even massacring, of set intent, man, woman and child.

But the Germans did learn something by experience, and too much attention should not be directed upon their worst excesses, though all native Africa dreaded their possible return. But their colonies have done much better since we took them over, and it would be impossible to urge that the native populations would be as well off under the Nazis. They are, at present, flourishing. They have certainly earned a little peace and progress. The Herreros were almost exterminated; the East Africans died like flies in a war between two sets of white men disputing as to which should have the privilege of bettering their conditions and introducing them to the light of education.

This book is still worth reading, just as a book. Its descriptive passages are vivid and its arguments have a punch. I should like (as the old saying goes) to be as certain of anything as Mr. Steer appears to be of everything. To him it is all black and white. The Nazis, for instance, burnt the Reichstag—without a probably or a peradventure. But he is honest and humane and he knows a great deal: it will be a pity if the war obliterates his book, which is of permanent value as a record and criticism of Europe in Africa.



THE STRATEGIC MENACE GERMAN'S FORMER AFRICAN COLONIES WOULD HAVE PRESENTED HAD THEY BEEN RETURNED TO HITLER: A MAP OF NORTH AFRICA IN MR. STEER'S BOOK, SHOWING THE RADIUS OF POTENTIAL "AXIS" BOMBERS.



THE STRATEGIC MENACE OF GERMAN'S FORMER COLONIES IN SOUTH AFRICA: MR. STEER'S MAP, SHOWING THE SPHERES OF ACTION OF BOMBERS AND SUBMARINES THAT MIGHT BE BASED UPON THOSE TERRITORIES.

Mr. Steer's book was written before the outbreak of war, when many assumed that Italy would automatically go to the assistance of her "Axis" partner. The maps show the radius of German air and submarine raiders were they to be based on former German colonies. The heavy arrows show the extension of the "Axis" southwards over Africa. Reproductions from "Judgment on German Africa"; by Courtesy of the Publishers, Messrs. Hodder and Stoughton.

But since the war there have been changes which would make the old German colonies far more dangerous than they ever were before. Italy has acquired an East African empire which, as it is, is of moment to the Sudan, but which, acting with a German Tanganyika, would have all British East Africa at its mercy. And the air has become of crucial

value as a record and criticism of Europe in Africa.

\* "Judgment on German Africa." By G. L. Steer. Illustrated. (Hodder and Stoughton, 12s. 6d.)



## THE NEW "CONTEMPTIBLE" ARMY OF SEPTEMBER 1939.



THE COUNTERPARTS OF THE "OLD CONTEMPTIBLES" OF 1914: SOME OF THE 1939 BRITISH FIELD FORCE—ON THE MARCH, IN FULL WAR KIT, "SOMEWHERE IN ENGLAND" PRIOR TO THEIR DEPARTURE FOR FRANCE.

On September 12 the various rumours that British troops had indeed landed in France were officially confirmed by the Ministry of Information, and above we show members of the first British Expeditionary Force—the "Contemptibles" of 1939—on the march "somewhere in England" shortly before their departure. The efficiency of the troops' transport from the various parts of Britain to the docks from which they embarked was notable—day and night the trains from Scotland, from the East, and from the West followed each other with perfect precision, and there was no suggestion of a hitch. In the docks the troops found all kinds of ships ready to

receive them, and a great fleet carried them safely to France. In France they were given a rousing welcome by the local inhabitants, and their smart bearing and serviceable equipment and "get-up" won universal applause. Thorough preparations, based on the experience of the last war, had been made for the reception of the British forces. In one respect, at least, the B.E.F. is more fortunate than its 1914 counterpart—in that, thanks to the Maginot Line, it can be taken to the front in far greater safety than was possible in August 1914, when the force derided by the Germans as the "contemptible little army" concentrated on the extreme Allied wing. (A.P.)



## SIDELIGHTS ON A WAR-TORN WORLD: AMERICA SAFEGUARDS HER CITIZENS.



CANADA DECLARES WAR FOR THE FIRST TIME IN HER HISTORY: LORD TWEEDSMUIR, GOVERNOR-GENERAL, READING THE ADDRESS FROM THE THRONE AT OTTAWA.

At 6.10 p.m. (B.S.T.) on September 10 Canada declared war on Germany, the Proclamation announcing the decision appearing in a special edition of the official "Gazette." It was issued in the name of Mr. Ernest Lapointe, Minister of Justice, over the printed signature of Mr. Mackenzie King. This is the first time Canada has declared war. In 1914 she merely published the British declaration in the Gazette. (Planet.)



THE GREEN SIGNAL OF THE GUARD'S LAMP INVOLVED IN THE BLACK-OUT: A RAILWAYMAN WITH A HOODED LAMP.

Even the signal-lamp of the railway guard, with its green "right away" light beloved by every home-travelling boy or girl, is now affected by the black-out requirements, and—as illustrated here—must henceforth be shaded. This of course is an essential measure; but complaints of an excess of zeal on the part of local authorities in various areas have already appeared in the Press. (Fox.)



SHOWING THE TWO BOARDS OPERATED TO ENSURE AIR SUPPLY: A DOG INSIDE A GAS-PROOF KENNEL—PART OF AN A.R.P. SCHEME FOR DOMESTIC ANIMALS. (Topical.)

In the right-hand illustration one of the new type of gas-helmets specially constructed for the use of children in arms is shown being tried on the first infant born in London since the British declaration of war, by its parents. This being the age of universal protection for man and



A SIDE VIEW OF THE BOX, WITH THE DOG SAFELY INSIDE, PROTECTED FROM ASPHYXIATING GASES BY AN AIRTIGHT DOOR SEALED FROM THE OUTSIDE. (Topical.)



A WINDOW ON THE BRAVE NEW WORLD FOR BABY: THE FIRST LONDONER BORN SINCE THE OUTBREAK OF WAR IN A GAS-HELMET. (Keystone.)

beast against death-dealing gases, experts have also made out an elaborate scheme for dealing with animals injured, shocked, or gassed in air raids, one of the most ingenious protective methods being the provision of special gas-proof boxes for domestic pets, enabling the animals to breathe filtered air.



WITH THE AMERICAN FLAG AND THE LINER'S NAME PAINTED ON THE HULL AS A WARNING TO SUBMARINES, AND THE STARS AND STRIPES ACROSS A HATCH TO WARN OFF BOMBING PLANES: THE S.S. "MANHATTAN" OUTWARD BOUND FOR ENGLAND—AN AERIAL VIEW.

As part of the precautions being taken by the United States authorities to protect the lives of American citizens travelling to or from Europe, mercantile and passenger ships belonging to American steamship lines are having painted both on the port and starboard sides of the hull large representations of the Stars and Stripes, together with the names of the vessel and the

company, while on deck the American flag is also painted as a protection from belligerent air marauders. In this photograph the S.S. "Manhattan," belonging to the United States Lines, is seen sailing from New York for England to evacuate United States citizens who have so far been unable to return to their homeland, or have been rescued from torpedoed ships. (Keystone.)





### "FIGHTERS OF THE R.A.F."

This magnificent cloud and 'plane study is one of the outstanding pictures now on view at the Royal Photographic Society's eighty-fourth annual exhibition, which is now taking place at the Society's headquarters, 16, Prince's Gate, London, S.W.7, and will remain open until further notice. The photograph which we reproduce above strikes a particularly appropriate note in view of the R.A.F.'s brilliant achievements

at Kiel and elsewhere. As in the past, the standard of the R.P.S. exhibits is extremely high in the various fields. These include pictorial photography, stereoscopic photographs, colour photography—a section which will be of great interest to the many professionals and amateurs who have recently taken up this branch—and scientific and natural history photography.

BY CHARLES E. BROWN.



## OFFICE LIFE—"SOMEWHERE IN THE COUNTRY": THE

## TRANSFORMATION OF ENGLAND'S STATELY HOMES.



OFFICE WORK IN IDEAL SURROUNDINGS—SO LONG AS THE WEATHER IS FAVOURABLE.



LORD WAKEFIELD CONFERES WITH HIS DIRECTORS—IN A CONVERTED DRESSING-ROOM.



THE "OFFICE" MESS, WHICH ALSO SERVES AS RECREATION-ROOM (NOTE THE DART-BOARDS)



BEDROOM BY NIGHT AND OFFICE BY DAY: THE PURCHASING DEPARTMENT.



A TYPICAL DORMITORY, WHERE THE STAFF SLEEP ON CAMP BEDS.



A CHANGE FROM MAKING OFFICE



SECRETARIES PREPARING LUNCH



THE SECRETARIAL DEPARTMENT—IN A CONVERTED LOUNGE; NOTE THE BLACK-OUT CURTAINS.



AIR RAID PRACTICE; THE STAFF GO DOWN INTO THE "DUG-OUT."



THE A.R.P. FIRE AND DECONTAMINATION STATION: A CONVERTED GARAGE



ANOTHER OFFICE HOUSED IN A WOODEN HUT BUILT ON THE TENNIS COURT.



A CONVERTED BEDROOM FORMS THE SANCTUARY OF ONE OF THE DIRECTORS.

## FROM CITY OFFICE TO COUNTRY HOUSE: SCENES TYPICAL OF THE THOUSANDS

## OF BUSINESS FIRMS NOW SCATTERED UP AND DOWN THE HOME COUNTIES.

These photographs of office life "somewhere in the country"—actually taken on the wartime premises of Messrs. C. C. Wakefield and Co., the lubricating oil manufacturers—are typical of that of thousands of firms scattered up and down the home counties. Nearness to London and at the same time safety from anything but enemy planes driven completely off their course are,

of course, two of the deciding factors in choosing rural "offices." Fortunately enough, the transition to the new conditions was made during a brilliant spell of fine weather; and this Indian summer enabled the compression of several departments into one room to be made more easily—typewriting, as in one of the above photographs, being done out of doors, the only distractions

being the wasps, and the wind wafting away important documents. The transportation of equipment needed was, as may be imagined, considerable; and the first few days were generally spent by everyone, from directors to office-boys, in unpacking and setting-up house—and in perfecting black-out and A.R.P. arrangements. As regards the latter, in many cases,

guards the office during nocturnal hours; its duties being to wake the more heavily-slumbering members of the staff at the first blast of the siren, the pumps then being manned against incendiary bombs. The spectacle of files and duplicating machines in the lofty halls where once the "county" moved in a stately social round will doubtless be the subject of future "Forsyte Sagas." (Fox Photos.)



# PROMINENT SUPPORTERS OF BRITAIN IN HER FIGHT AGAINST NAZI-ISM.



MR. M. J. SAVAGE, PRIME MINISTER OF NEW ZEALAND, WHICH HAS DECLARED WAR ON GERMANY.



MR. MACKENZIE KING, PRIME MINISTER OF CANADA, WHICH HAS DECLARED WAR ON GERMANY.



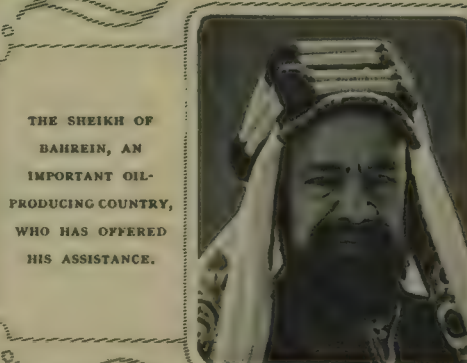
MR. ROBERT MENZIES, PRIME MINISTER OF AUSTRALIA, WHICH HAS DECLARED WAR ON GERMANY.



THE AGA KHAN, WHO HAS APPEALED TO ISMAILIAN MOHAMMEDANS FOR "UNSTINTED SERVICE."



THE SULTAN OF OMAN (MUSCAT), RULING OVER 83,000 SQUARE MILES AND 550,000 INHABITANTS, WHO HAS OFFERED HIS ASSISTANCE.



THE SHEIKH OF BAHREIN, AN IMPORTANT OIL-PRODUCING COUNTRY, WHO HAS OFFERED HIS ASSISTANCE.



KING FARUK I. OF EGYPT, WHICH HAS BROKEN OFF DIPLOMATIC RELATIONS WITH GERMANY.



THE MAHARAJA OF JAMMU AND KASHMIR, WHO HAS OFFERED HIS SWORD TO THE KING-EMPEROR.



AMIR ABDUL SHAH, PRINCE REGENT OF IRAQ, WHICH HAS BROKEN OFF RELATIONS WITH GERMANY.



THE MAHARAJA OF BIKANER, WHO HAS OFFERED HIS SERVICES TO THE KING-EMPEROR.

Side by side with Great Britain and France in their fight against Hitlerism stand the Dominions—Canada, Australia, New Zealand, and South Africa—all of which have declared war. Moreover, in a message read by the Viceroy at Delhi the King-Emperor expressed his satisfaction at India's attachment to our cause—an

attachment existing equally among the Princes, peasants, and political leaders. Both Egypt and Iraq, as well as offering pledges, broke off relations with Germany. Nepal, famous for the Gurkha troops who fought with Britain in 1914-1918, has offered a contingent. (Photographs by Barratts, Wide World, Bassano, Vandyk, Fox, and A.P.)



## WARTIME ACTIVITIES IN VARIOUS FORMS: THE W.A.A.F. AND A.T.S.; E.N.S.A. AND THE ALL-INDIAN SECTION OF V.A.S.



LIGHT READING FOR CONVALESCENT SOLDIERS—OR, CONCEIVABLY, AIR-RAIDED CIVILIANS: PACKING UP BOOKS AND PERIODICALS FOR THE BRITISH RED CROSS. (Fox.)



THE FIRST WARTIME BOXING EXHIBITION—STAGED FOR THE TROOPS BY THE NATIONAL SPORTING CLUB—WHICH TOOK PLACE ON SEPTEMBER 14: DAVE CROWLEY SWAYING BACK AND SUCCESSFULLY AVOIDING A LEFT HOOK FROM HARRY GROVES (STRIPED SHORTS). (L.N.A.)



A PERFORMANCE TO THE TROOPS UNDER THE AUSPICES OF E.N.S.A. (ENTERTAINMENTS NATIONAL SERVICES ASSOCIATION). JOAN HAMMOND HAS AN APPRECIATIVE AUDIENCE AMONG TOMMIES AND OFFICERS. (Fox.)



A CULINARY LESSON GIVEN WITH THE AID OF A BLACKBOARD: MEMBERS OF THE A.T.S. LEARNING HOW TO COOK FOR THEIR BROTHERS-IN-ARMS. (Fox.)



INDIAN STUDENTS IN LONDON VOLUNTEER FOR NATIONAL SERVICE: THE FIRST "ALL-INDIAN" SECTION OF THE VOLUNTARY AMBULANCE SERVICE. THERE ARE USUALLY 2000 INDIANS IN ENGLAND, MANY BEING DOCTORS. (Keystone.)



THE RUSH OF APPLICANTS FOLLOWING THE B.B.C.'S APPEAL ON SEPTEMBER 11 FOR RECRUITS FOR THE WOMEN'S AUXILIARY AIR FORCE: HUNDREDS OF APPLICANTS BESIEGE THE STAFF AT THE RECRUITING OFFICE. (Central Press.)

More and more women are being absorbed into the various organisations such as the W.A.A.F. (Women's Auxiliary Air Force), A.T.S. (Auxiliary Territorial Service), and the W.R.N.S. (Women's Royal Naval Service). The London headquarters of these and other organisations have been crowded with eager applicants. The response to the B.B.C.'s recruiting appeal on September 11 for the W.A.A.F. was the extraordinary rush-scene which appears above. The complement to the pictures on the facing page of some of the Indian Princes who offered their services so

generously to the King-Emperor is provided in the photograph of Indian students in London forming part of the first all-Indian section of the Voluntary Ambulance Service. There are normally 2000 Indian students in Great Britain, of whom half live in London. E.N.S.A. (Entertainments National Services Association) will before long be a familiar addition to the English vocabulary. Sir Seymour Hicks has been appointed Controller of E.N.S.A., and Mr. Basil Dean Director of Entertainments for the N.A.A.F.I. (Navy, Army and Air Force Institutes).





# THE WORLD OF SCIENCE.



## ARMAMENTS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

WE are all of us, just now, thinking very much about armaments. I wish I could think of a theme more pleasant, but it haunts me like a bad dream; and since, therefore, I must think about them, I shall, perchance, find easement in writing about them, if only because the armaments I have in mind have no connection with high explosives, and I doubt very much whether any of them had much to do with fighting.

These were developed by creatures which lived millions of years ago and were mostly reptiles. What brought them into being? We find armaments a burden heavy to be borne, and these old reptiles were in like case—so much so, that they finally crushed the life out of them. But were they different forms of armour-plating developed by use in fighting, or were they, after all, merely a form of ornament run mad? The problem is an interesting one, giving but little promise of ever being solved; and this because we have only fragments of the evidence we seek. For it must be remembered that only by sheer good luck have we found as many of these relics of ancient days as we have done. It is very certain that countless hosts of the creatures that shared the world with them have been destroyed, or may still lie buried in the earth, to reward fossil-hunters in the future, and some at least of these may have been even more formidably armed for fighting one another. At any rate, these must also

ever been found. Here again we can attribute no useful function for this development. They may surely be allocated to the category of outlets for superabundant growth-material. We find a similar illustration in some of

shield of bone projecting from the back of the skull. This was about 6 ft. long. In addition, above the eye was a great bony horn, directed upwards and very slightly forwards, as in *Triceratops flabellatus*. But in the nearly-related *Styracosaurus* the shield over the back of the head was fringed by a series of great spikes of bone, seen in Fig. 2. There was, however, only a single median horn, just above and in front of the eye, and a pair of bony "bosses" at the base of the main horn. The skin of the body was covered with bony nodules. But there are yet other extinct reptiles wherein the head bears an armature of spines. The most remarkable of these are to be seen in three fossil species of giant tortoises. Herein the head was armed with a great spine projecting horizontally from each side of the skull, and smaller bony bosses on the roof of the skull; while its hinder border was upturned to form a pair of flat plates, or lobes, as will be seen in Fig. 4. Furthermore, the tail bore a heavy armature of great, bony, conical bosses, arranged in pairs.

If only on account of this "armour-plating," these creatures were remarkable. For what need could ponderous tortoises have for such a covering? But more than this. One of them, *Miolania argentina*, was found in Patagonia; the second, *M. oweni*, in Australia; and the third in Lord Howes Island, 400 miles from the coast of Australia. Some authorities hold that this surprising distribution supports the theory that when they lived a continuous Antarctic continent united South America and Australia. When the sea



FIG. 1. WITH VERY SINGULAR ARMATURE, OBVIOUSLY PROVIDING OUTLETS FOR SUPER-ABUNDANT GROWTH-MATERIAL: JACKSON'S CHAMELEON, ONE OF SEVERAL SPECIES WITH NASAL-HORNS.

So far as is known, Jackson's Chameleon makes no use of its three nasal-horns. In another species the snout was prolonged with a large, laterally compressed plate. No one, however, has yet discovered whether these are really "weapons," or merely freakish ornaments.

Photograph by D. Seth-Smith.

the chameleons of to-day. Pugnacity is certainly no characteristic of these creatures. Yet there are one or two species with nasal horns. In Jackson's chameleon (Fig. 1) there are three. No one, so far as I know, has ever seen any use made of these horns.

Now let me return to the dinosaurs. There are three species of *Triceratops* which had a great, wide



FIG. 2. THE GREAT DINOSAUR STYRACOSAURUS, WITH A GREAT HORNED EXPANSION OF THE HINDER BORDER OF THE SKULL BEARING LONG SPINES, A GREATLY EXAGGERATED FORM OF THE ARMATURE OF ITS NEAR RELATION, TRICERATOPS.

There are three species of *Triceratops*, each having a great shield of bone projecting from the back of the skull, which was about six feet long, and besides, above the eye, a great bony horn projects, directed upwards and very slightly forwards, as in *Triceratops flabellatus*.

have been reptiles, for as yet no higher type of animal life had come into being. Some of the skeletons of the giant armoured dinosaurs seem to show that these creatures were at least sometimes engaged in combat, or were subjected to unprovoked attacks, since skeletons have been found wherein bones, sometimes ribs and sometimes horns, had been broken and healed again.

"Ornament run mad" may be accepted as a figure of speech, but the phrase has some justification when we come to examine some of its more extravagant forms. In one of the extinct pterodactyles, or "flying lizards" (*Pteranodon*), for example, the top of the skull projected backwards in the form of a great beam. This, surely, could not have been used as a weapon, and some of the giant dinosaurs display no less puzzling outgrowths of the skull. *Styracosaurus*, for example, had a great bony boss in the centre of the roof of the skull, and a smaller pair on each side, recalling the "horn-cores" of the giraffe. In its near relation, *Corythosaurus*, this central "boss" was enlarged to form a huge dome; in *Saurolophus* there was a backward and upwardly-directed horn-core, probably, as in all these instances, covered with a horny sheath during life, and this horn, in its near relation, *Parasaurolophus*, formed a great, curved beam longer than the skull itself.

But more than this. The line of this beam ran downwards and forwards to the very end of the front of the jaw, where it widened out to form the foundation of the upper-lip. Neither before nor since in the history of animal development has such an extraordinary modification of the skull



FIG. 3. ONE OF THE MOST EXTRAORDINARY OF ALL KNOWN REPTILES, WHEREIN THE USUAL SPINES OF THE BACKBONE BECAME ENORMOUSLY ELONGATED, TO FORM A "PALISADE" DOWN THE BACK, 2 FT. HIGH: THE FOSSIL LIZARD-LIKE NAOSAURUS. EACH SPINE BORE A SERIES OF SHORT SPINES ALONG ITS SHAFT.

Of all the different instances of extravagant, or bizarre developments of the skeleton, perhaps those of *Dimetrodon*, and its near relation, *Naosaurus*, are the most surprising.

invaded and swallowed up vast areas of this continent these creatures were "marooned," but they must already have developed their most singular form of armature before this invasion began, for we cannot believe that it was evolved independently after this isolation had taken place.

Of all the different instances of extravagant, or bizarre, developments of the skeleton, perhaps those of *Dimetrodon* and its near relation, *Naosaurus*, are the most surprising. For herein the bony, upstanding spines borne by the several bones which make up the backbone or spinal column were enormously increased in length so that they formed a great palisade, some 2 ft. high, running down the back, never seen either before or since in any other reptile—or, indeed, any other vertebrate. Their general appearance is seen in Fig. 3.

During life probably they supported a scale-covered sheet of skin, forming a sort of back-fin. In *Dimetrodon* these spines were just rods or shafts of bone, but in *Naosaurus* each rod bore five or six short rods standing well-spaced at right-angles to the main shaft, like the rungs of a ladder arranged on each side of a shaft instead of between two shafts. They must, surely, come within the category of "ornamental excrescences," for they could hardly have served any useful function. These creatures, like *Elginia*, are of the same stock as that which gave rise to the strange New Zealand *Tuatara*; and this has a short fringe of horny scales running down the back, though we are not to regard this fringe as in any way representing these singular bony rods.

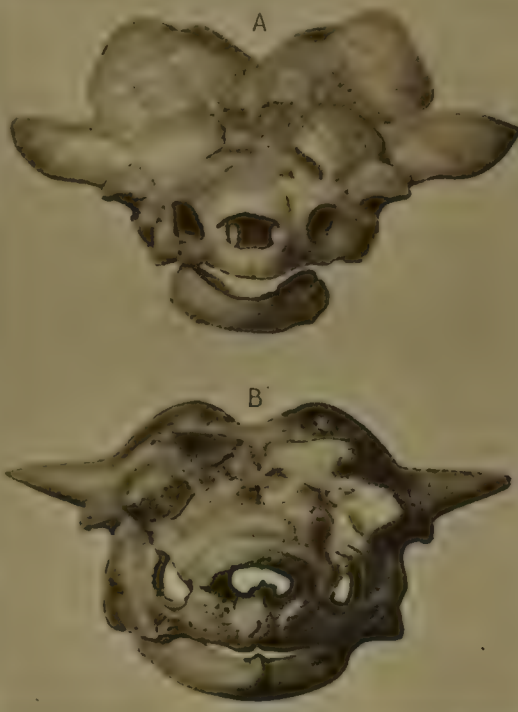


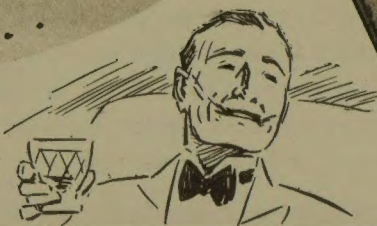
FIG. 4. SKULLS OF TWO VERY REMARKABLE SPECIES OF GIANT TORTOISE, WHEREIN A GREAT PAIR OF SPINES PROJECTED FROM EACH SIDE OF THE HEAD: (A) *MIOLANIA ARGENTINA*, AND (B) *MIOLANIA OWENI*.

The head was armed with a great spine projecting horizontally from each side of the skull, and smaller bony bosses on the roof of the skull, the hinder border of which was produced backwards, to form great fan-shaped plates, as in A (upper), but less developed in B (lower).





As grey dusk darkens  
into night, see that  
a CRAWFORD'S is within an  
elbow's distance. Such painful  
recollections as that point-blank  
miss will then become but  
trivial thoughts, unworthy of  
brooding. More sultry moods than  
yours have not escaped the charm  
of this rare mellowness.....  
of this warmth aflo w with  
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# BOOKS OF THE DAY.

NOW that another

"sea affair" has begun, as part of the great struggle for democratic freedom, justice and good faith in which we have been forced to engage, books bearing on the maritime side of the war that failed to end war twenty years ago still have an appeal to-day; at least, until the deeds they record are eclipsed by news of fresh events. Thrilling glimpses of that former conflict occur, incidentally, in a work that belongs primarily to sport rather than to war, namely, "FURTHER MEMORIALS OF THE ROYAL YACHT SQUADRON" (1901-1938). By J. B. Atkins (Bles; 50s.). This beautiful volume is lavishly illustrated, partly in colour, and has for frontispiece Mr. Oswald Birley's fine portrait of King George V. Indispensable, of course, to all members of the famous club, it will also be found enjoyable by the general reader, for it is written in entertaining style, and teems with anecdotes and character-sketches of prominent and interesting people.

Three chapters are devoted to the period 1914-1918, the first two of them relating respectively to the enrolment and work of Squadron yachts in the war, and the third entitled "The Club in the War Years." In the first of these chapters we read: "The German Emperor's schooner *Meteor*, and Frau von Krupp's schooner *Germania* were approaching England when war broke out. The *Germania* was captured and interned at Southampton, but the *Meteor*, in tow of a German destroyer, escaped. A silver cup, and other prizes of Dresden china, presented for races by the Emperor, were at Cowes, and remained in the keeping of the Squadron during the war. After the war they were sent to the Foreign Office by order of Lord Curzon, who desired to return them to the former Emperor."

Early in the war there was formed a Yacht Patrol, later called the Auxiliary Patrol when expanded by an immense number of trawlers and drifters. It was then estimated to contain some 3000 mixed types of vessels, including about 100 yachts. The author goes on to say: "Probably no one then foresaw what a great service it was to become—larger by 12,000 officers and men than the whole German High Seas Fleet. When Captain Lecky (the principal organiser) asked what type of ships he was to take up, and where he was to find them, he was told, 'Take up anything seaworthy that has not got a hole in its bottom.' He hoped to find his personnel among naval gunners and R.N.R. ratings. . . . At the end of vain enquiries, Captain Lecky asked whether he could have authority to recruit, and was informed that he must get his personnel 'from under the lamp-posts.' . . . Men who came 'from under the lamp-posts' must have had the desiderated spirit, for they learned enough seamanship in dangerous circumstances and endured with cheerfulness the deadly monotony of patrol-work. The luck for an armed yacht was to meet a submarine; the bad luck was to endure the North Sea and never meet one. . . . There were twenty instances of yachts being in action with submarines."

Propos the recent torpedoing of the "Athenia," it is significant to recall that early in the last war Hebridean waters were the scene of enemy activities. This appears from the chapter containing typical experiences of individual armed yachts. The writer of one account, who was appointed to command the steam yacht "Sea Fay" in August 1914, says: "We fitted out at Portsmouth, and were sent to Milford Haven. . . . We had to patrol St. George's Channel. . . . At Christmas 1914 we were sent off to the Western Highlands (base at Oban) to patrol up to Cape Wrath; visiting all the Isles of the Hebrides, inspecting the coast-watchers and reporting. We had a most interesting winter with many false alarms. We blew up several mines which we found floating. We were often sent for on the West Coast at a moment's notice to tackle a submarine, but it had always gone."

The concluding chapter of the book contains an echo of the recent troubles that led ultimately to the present war. The passage recalls an incident of Cowes Week in the summer of 1938, shortly before the September crisis. "The regatta was still going on," we read, "when Lord Runciman left Cowes to report on the situation in Czechoslovakia. He received much sympathy in the Club, not only because his errand was suspected to be a thankless

By CHARLES E. BYLES.

one, but because just when he deserved a long spell of leisure he had to tear himself away from his beloved *Sunbeam*. To a liberal-minded man, the duty—for he conceived it to be not less than that—of recommending that the Sudetenland should be surrendered to Germany, and that a democratic State should be mutilated, was extremely distasteful; but Lord Runciman faced what he regarded as inevitable with his characteristic quiet courage."

And now for a book concerning the Navy itself, as distinct from its wartime auxiliaries. One of the most interesting and valuable historical studies, dealing with the evolution of the Silent Service, produced in recent years is "ENGLAND'S SEA-OFFICERS." The Story of the Naval Profession. By Michael Lewis, Professor of History,

inside and to study its working. The author mentions, too, the tendency of the Naval officer to shun the publicity uniform affords him ashore. He prefers to disguise himself. "This," writes the Professor, "leads to those few occasions when he does appear in public. On those few occasions when he does appear in public, he complains that his grateful countrymen mistake him for a railway official; which has the effect of making him out of uniform; which only makes him more prone to the unfortunate mistake." "Nothing could and should be done to save him from the annoyance thus caused. Could it not be illegal for anyone to be dressed in a style that could by any possibility be mistaken for Naval uniform? When afloat or inside some Naval establishment, the Naval officer naturally wears uniform, but then he is not readily accessible. "To visit him," we read, "or even to see him at work, we have to take a special boat . . . or penetrate the gap in a high dockyard wall, where a big policeman glares out at us and wants to know our business."

It is only on such special occasions as Navy Weeks that the Naval officer can be seen in his "office." "And even then," continues Professor Lewis, "he is not really at work, because he politely knocks off in order to show us round. No wonder we take him for granted, and overlook the fact that he is a member of one of the most highly-organised and efficient professions in the world, with a long and vitally interesting history behind him. . . . So much, indeed, has it been overlooked that nobody, I believe, has ever devoted a book exclusively to it. . . . Naval Strategy and Operations have received some slight attention: the Navy's administration and its present condition have not been entirely neglected, nor the careers of individual officers. But the Naval officer in general, in his professional aspect, and as heir to many generations of previous Naval officers, has never yet found a biographer. This task I have attempted here."

We turn from the impersonal to the personal, and from the mass to the individual, with regard to Naval men and other seafarers, in "DEEDS THAT HELD THE EMPIRE." At Sea. By A. D. Divine. With a Foreword by Admiral of the Fleet Sir Roger Keyes, Bt. With Illustrations and Map (Murray; 7s. 6d.). This is a collection of memorable Naval occasions, including several incidents of the last Great War, and a few non-militant maritime exploits, such as the "Laying of the Cables" which inspired Kipling's familiar lines. In his commendatory foreword, Sir Roger Keyes writes: "Mr. Divine has told a glorious tale of high endeavour, courage and dauntless enterprise, which should be used as a text-book in every home and school in the British Empire. . . . The examples he has chosen are typical of many gallant actions fought by sailors ashore and afloat during the last hundred years. . . . Modern science and the advent of Air Power have only added to the difficulties of exercising Sea Power, which is essential to maintain the sea communications of the British Empire and the very life of Great Britain; but it is the men that count, and the author has shown that our sailors are worthy successors of those who helped to win our great heritage, and encourages us to look forward with confidence to the future."

I hope to be able later to discuss several other noteworthy books concerning various aspects of "our rough island story." Here I have only room for a brief library list—"THE EVOLUTION OF THE BRITISH EMPIRE AND COMMONWEALTH." By Sir John A. R. Marriott (Nicholson and Watson; 12s. 6d.); "THE ANGLO-SAXON TRADITION." By George Catlin (Kegan Paul; 10s. 6d.); "THE ENGLISH." From Pirates to Prophets. By Edmond Privat. Translated from the French by Edward Crankshaw (Allen and Unwin; 5s.); "ENGLAND AND THE CONTINENT." By Carlo Scarfoglio (Putnam; 7s. 6d.); "THE QUADRUPLE ALLIANCE." By Wolfgang Michael. Translated and adapted from the German by A. and G. E. MacGregor (Macmillan; 21s.)—a volume on England under George I. added to the series of Studies in Modern History; and, in conclusion, "OLD ENGLISH HOUSEHOLD LIFE." By Gertrude Jekyll and Sydney R. Jones; with 130 Illustrations, including Coloured Frontispiece (Batsford; 7s. 6d.); and a most attractive example of the British Heritage Series, devoted to topography, and social life in past ages.

## To Our Readers at Home and Abroad.

AT the present time much of our space has to be devoted to the progress of the War on the various Fronts, and although special arrangements of our own have been made to cover the War in all its phases, there may be occasions when some of our readers living abroad or at home may, by chance, witness scenes of exceptional interest of which perhaps they may be able to take photographs, or to make sketches.

The submission of such material will be welcomed by the Editor of *The Illustrated London News*, with a view to publication. Photographs should be accompanied by full explanatory titles, and sketches (especially in the case of very rough sketches) should be annotated with full written details in order to explain clearly all points of interest. All material which we may be able to publish will be paid for at our best rates.

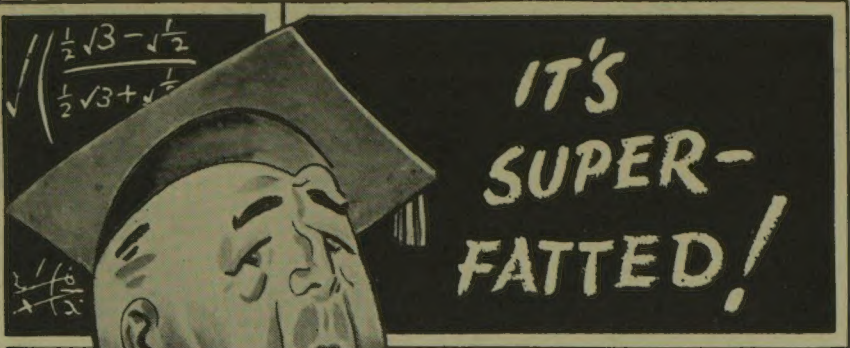
All drawings or photographs of scenes dealing with the present war will be submitted by us for Censorship before publication, and we undertake not to publish illustrations or text submitted by any of our readers unless such material has been approved officially by the Censors for publication. Photographs or sketches should be addressed to the Editor of *The Illustrated London News*, "Hazelwood," Hunton Bridge, King's Langley, Hertfordshire, England.

N.B.—Readers are reminded, however, that there are certain regulations regarding the taking of photographs in wartime with which they should make themselves familiar, as these regulations must be complied with.

Royal Naval College, Greenwich. Illustrated (Allen and Unwin; 10s. 6d.). It was natural and fitting that this important addition to naval literature should emanate from Greenwich, which has been called "the University of the Navy," and of recent years has become the national repository of naval records, relics, and works of art, a side of its activities which has been made very familiar to readers of *The Illustrated London News*. In the present volume, Professor Lewis—than whom no one could be better qualified to tell the tale—breaks ground which has hitherto, it appears, been left practically untilled. Although it relates to the personnel of the Navy, from the earliest times until to-day, it is not in the ordinary sense biographical. It is a history of naval ranks and titles rather than of men who held them. Its object is to trace the development of the system rather than to record the personal achievements of famous sailors. For that reason, no doubt, the place of honour on the frontispiece is given to a great organiser, Samuel Pepys, "the founder of naval administration."

Professor Lewis begins by remarking that the ordinary Englishman is apt to take the Navy for granted, mainly because he gets so few opportunities to see it from the





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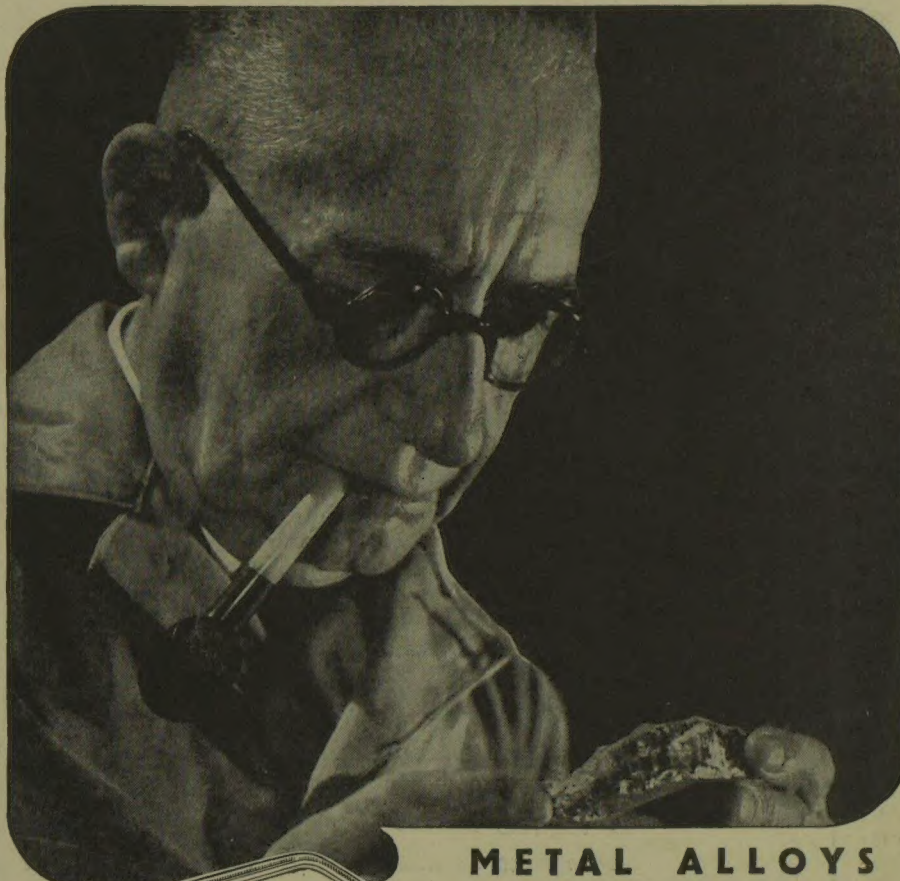
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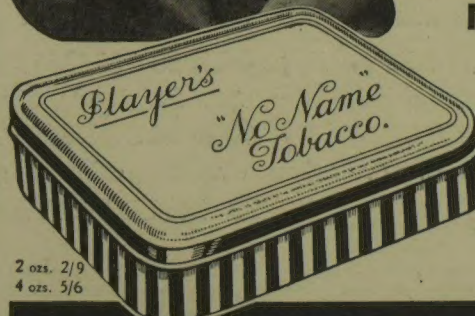
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